

# ALL HANDS

MAGAZINE OF THE US NAVY



April 1997

# Any day in the Navy 1997

**May 8, 1997, is just like any other Navy day. That's why it's so important to us.**

**W**e are asking our readers to record the events and the people on their ships and installations that day. *All Hands* will use these images to tell the Navy's story in our October 1997 edition.

**We want photographs that capture the faces** of Sailors, Marines, Navy civilians and their families. We're looking for imagination and creativity. Your subject might be something you see every day but says something special about your people or your command. Or, you might get a shot of something unusual, a once-in-a-lifetime photo opportunity. Our only rules are that the subjects in the photographs reflect the diversity of the Navy, and there are no safety or uniform violations.

**Use different lenses** — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles. Don't be afraid to bend your knees or find a higher viewpoint. Experiment with silhouettes and time-exposures. Shoot color or black and white. Whatever you shoot, remember it's the people, not the hardware, that make the

Navy what it is.

**Photos must be shot during the 24-hour period of May 8.** Submit processed and mounted color slides. Or, send us quality black and white or color prints, either 5x7 or 8x10.

**Submissions must include** full credit and outline information: full name, rank, duty station and phone number of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photos; and where the photos were taken. Captions must be attached individually to each photo or each slide. Photos must be processed and received (not postmarked) at *All Hands* by May 30, 1997. Photos will not be returned.

Our mailing address is:  
Naval Media Center  
Publishing Division  
ATTN: *All Hands*, Photo Editor  
NAVSTA Anacostia, Bldg. 168  
2701 S. Capitol St., S.W.  
Washington, D.C. 20373-5819.

Address questions to the  
Photo Editor at DSN 288-  
4209 or (202) 433-4209. †

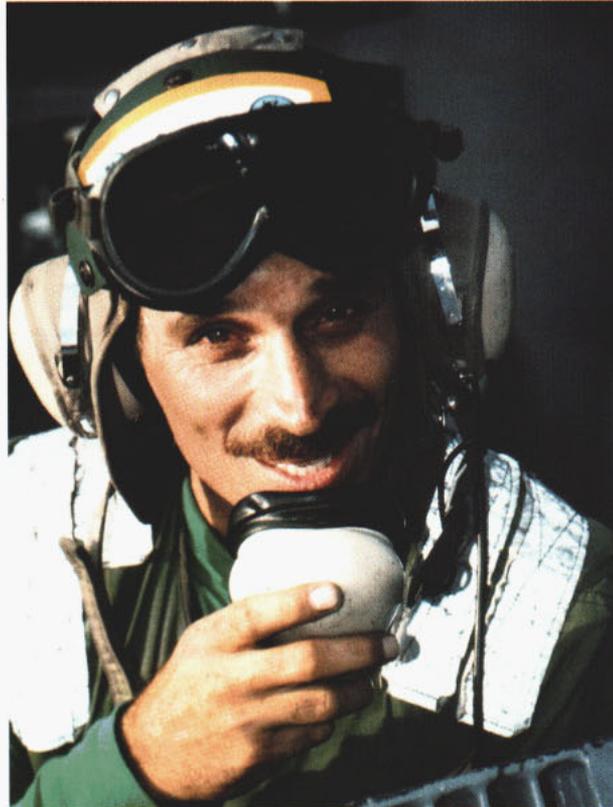


Photo by PH3 Sam Dallal

Photocopy this form and attach a completed copy to each photo you submit.

**Photographer:**

Full name: \_\_\_\_\_

Rank: \_\_\_\_\_

Duty station (including mailing address and phone number): \_\_\_\_\_

**Photograph:**

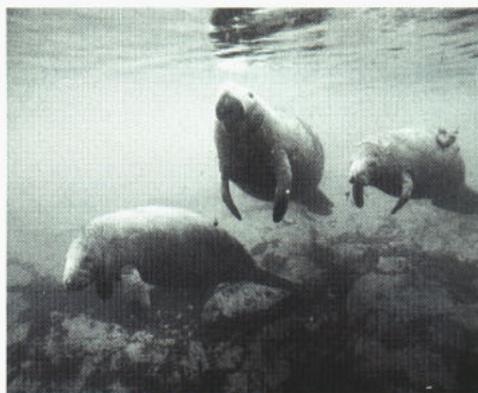
Time photograph was shot: \_\_\_\_\_

Caption (what the photo depicts): \_\_\_\_\_

People in the photo (include first and last names, ranks/ratings, warfare designators and hometowns): \_\_\_\_\_

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Number 960



© 1997 Sea World of Florida

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Photo by JO2 Chris Aves

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# Charthouse

## Chief of Naval Operations announces

The Chief of Naval Operations recently announced the 1996 environmental award winners. An award ceremony will be held at the Pentagon April 24, 1997, to present 16 environmental awards in seven categories. The award winners are:

### Natural Resources Conservation Award

#### — Small Installation:

NAS Oceana, Virginia Beach, Va.  
Naval Surface Warfare Center, Indian Head, Md.  
Naval Amphibious Base Coronado, San Diego

#### — Large Installation:

NAS Miramar, San Diego  
Naval Submarine Base, Kings Bay, Ga.  
Naval Surface Warfare Center, Crane Division, Crane, Ind.

#### — Individual:

Mr. Mark Gibson, NAS Pensacola, Fla.  
Ms. Catherine Zeilske, Naval Amphibious Base Little Creek, Norfolk  
Mr. Thomas Sarros, Naval Station Pascagoula, Miss.

### Cultural Resources Management Award

#### — Installation:

NAS Patuxent River, Md.

#### — Individual:

Mr. Ronald Johnson, Naval Facilities Engineering Command, Charleston, S.C.

### Environmental Quality Award:

#### — Industrial Installation:

Naval Surface Warfare Center, Indian Head, Md.  
Naval Submarine Base Bangor, Silverdale, Wash.  
Public Works Center, Pearl Harbor

#### — Non-Industrial Installation:

National Naval Medical Center, Bethesda, Md.  
NAS Whidbey Island, Oak Harbor, Wash.  
Naval Weapons Station Yorktown, Yorktown, Va.

#### — Individual:

Mr. Patrick Spahn, National Naval Medical Center, Bethesda, Md.  
Mr. Douglas Kirk, NAS Oceana, Virginia Beach, Va.  
Mr. Duane Gielda, Naval Base, Norfolk

## Emerging rates get new BIBS and PARS

The Bureau of Naval Personnel (BUPERS) recently announced advancement eligibility requirements for ratings undergoing mergers and expansions.

NAVADMIN 23/97 also provides sources for obtaining training manuals, nonresident training courses, ratings bibliographies (BIBS) and personnel advancement requirements (PARS).

The advancement requirements in the NAVADMIN cover the following merged or expanded ratings:

- boiler technician (BT) and machinist's mate (MM), surface;
- machinist's mate (MM) and torpedoman's mate (TM), submarine;
- ocean systems technician (OT) and sonar technician (surface) (STG);
- gunner's mate (guns) (GMG) and gunner's mate (missiles) (GMM);

— data processing technician (DP) and radioman (RM);

— data systems technician (DS) and electronics technician (ET) surface;

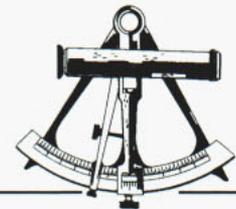
— data systems technician (DS) and fire control technician (FC);

— merger of interior communications electrician (IC)/radioman (RM)/quartermaster (QM) submarine into electronics technician (ET) submarine;

— expansion of mineman (MN) rating to include related boatswains mate (BM), gunners mate guns (GMG), operations specialist (OS) and sonar technician (surface) (STG) rating functions.

Questions regarding BIBS and PARS should be referred to the Navy Advancement Center at NETP-DTC, DSN 922-1383 or (904) 452-1383. E-mail address: <navy.advancement@smtp.cnet.navy.mil.>

‡



# nces environmental award winners

## — Small Ship:

USS *Fitzgerald* (DDG 62)  
USS *Simon Lake* (AS 33)  
USS *Arthur Radford* (DD 968)

## — Large Ship

USS *John C. Stennis* (CVN 74)  
USS *Carl Vinson* (CVN 70)  
USS *Wasp* (LHD 1)

## Pollution Prevention Award

### — Industrial Installation:

Puget Sound Naval Shipyard, Bremerton, Wash.  
Public Works Center, San Diego  
Public Works Center, Washington, D.C.

### — Non-Industrial Installation:

Naval Construction Battalion Center, Port Hueneme, Calif.  
National Naval Medical Center, Bethesda, Md.  
Naval Amphibious Base Little Creek, Norfolk

### — Weapons System Acquisition Team:

New Attack Submarine Program (PMO 450)  
Advanced Tactical Airborne Protection System (PMA 72)  
Pollution Prevention Afloat Team

## Recycling Award

### — Industrial Installation:

Naval Aviation Depot North Island, San Diego  
Naval Submarine Base Bangor, Silverdale, Wash.

### — Non-Industrial Installation:

National Naval Medical Center, Bethesda, Md.  
NAS Kingsville, Kingsville, Texas  
Naval Weapons Station Yorktown, Yorktown, Va.

### — Individual:

Ms. Linda Reilly, Puget Sound Naval Shipyard, Bremerton, Wash.  
Mr. Allen Simmons, Naval Weapons Station Yorktown, Va.  
Mr. Frank Space, NAS Jacksonville, Fla.

## Environmental Cleanup Award

### — Installation:

NAS North Island, San Diego  
Puget Sound Naval Shipyard, Bremerton, Wash.  
Naval Air Engineering Station, Lakehurst, N.J. †

## NAVADMIN announces FY97 Early Separation Program

Bureau of Naval Personnel (BUPERS) recently announced the FY97 Enlisted Early Separation program, authorizing commanding officers to grant individuals up to six months early separation.

This program applies to active-duty and enlisted service members including USN, USNR, TAR and canvasser recruiters, and continues the FY96 Enlisted Summer Early Separation program.

According to NAVADMIN 007/97, enlisted service members may request early separation for up to six months prior to their expiration of active obligated service (EAOS) if the EAOS (or EAOS as extended) is before Jan. 1, 1998. Commands who grant early separation should not expect a relief until the service member's EAOS or projected

rotation date (PRD), whichever is earlier.

The NAVADMIN also includes information on eligibility, limitations, program dates and other considerations including Montgomery GI Bill affects, veterans benefits, recoupment of enlistment/reenlistment bonus, transition services and separation incentives.

Points of contact are policy guidance (PERS 222D) at DSN 225-3853 or (703) 695-3853 ); proceeding questions (PERS 254) at DSN 224-1285 or (703) 614-1285; cancellation of inoperative extensions (PERS 254) at DSN 227-3800 or (703) 697-3800; and educational entitlements (PERS 604) at DSN 224-5934 or (703) 614-5934. †

SN Juan Herrera performs his 'second job' as a winch checker during underway replenishments. Herrera made RM3 his first time up.



U.S. Navy photo

# *Merrimack* 'grows their own'

Story by YN1(SW/AW) Elizabeth M. Riley

**R**ecruiters always ask, "So, what do you want to be?" Many Sailors join the Navy without making that decision, for a variety of reasons, and report to their first command without a designated rating. The primary mission of USS *Merrimack* (AO 179) — underway replenishment (UN-REP) — requires a large number of deck seamen.

As a result, this fleet oiler is manned with many non-designated seamen straight from boot camp and apprenticeship training. Recruiters talk about "striker boards" and the wide variety of options available at a Sailor's first duty station. On *Merrimack*, those options come to life.

The Chief Petty Officer (CPO) Mess works together on board *Merrimack* to make those promises

***Taking care of  
our own is what  
the Navy is all  
about —  
shipmates  
helping  
shipmates.***

a reality for their Sailors.

In the deck department, seamen are put to work learning some of the most complex operations in the boatswain's mate rating.

Every non-designated seaman striker spends about a year in deck department, learning basic seamanship skills and the UNREP trade as a member of a rig team. The strikers also help maintain

not just one, but two full length weatherdecks.

This year is also an opportunity to complete basic shipboard requirements such as damage control, 3-M and quality assurance, to make at least one paygrade jump and to look around at the different ratings the Navy and *Merrimack* have to offer.

*Merrimack* encourages Sailors to explore the 25 different ratings available on board, as well as other ratings available in the Navy.

At the professional development board (PDB) non-designated personnel, whether seamen or firemen, have their records thoroughly screened and discuss career goals and options with CPOs who represent a cross section of the ship. The PDB looks

at ASVAB test scores, evaluations and commitment to the rating chosen, as evidenced by completion of required correspondence courses. Strikers are encouraged to keep training.

The level of commitment is a primary consideration, as well as the suitability of the Sailor for the chosen profession. The very persuasive comments from the individual Sailor concerning their goals and desires also come into play here. Nervousness shows

SN Erika Latshaw practices her semaphore skills under the watchful eye of her LPO, SM2(SW) Trumesia Bemby. Latshaw made SM3 her first time up.

U.S. Navy photo



— for some it is the first time in front of a board of any kind. Divisions, foreseeing personnel shortages in the future, heavily recruit the junior strikers to fill their upcoming shortages.

When last spring's advancement examination results hit the streets, *Merrimack* saw the results: 17 out of 34 candidates were advanced to petty officer 3rd class.

SN Juan Herrera, of Los Angeles, took the exam for radioman after 20 months in deck and three

months of on the job training. He was advanced his first time after taking the exam, is now

sporting a new 3rd class chevron and couldn't be prouder. "I never thought I'd make it the first time up," the new RM3 said. "I guess all that hard work paid off."

Another striker, SN Erika Latshaw (now signalman 3rd class), was worried about taking the test for the first time, but the training she received from signals division held her in good stead. Latshaw couldn't wait to check out of deck, change berthing compartments and climb to the ship's 0-7 level every day.

UNREPs keep the signalmen busy on *Merrimack*, coordinating the final details of the UNREP as the customer ships come alongside.

*Merrimack's* ever changing schedule and round-the-clock UNREP availability demands the crew be flexible.

The requirements of a high operational tempo leave most Sailors on board little time or

SN Kevin Totten (left) who struck to be a mess management specialist, works with MSSN Howell aboard *Merrimack*. Totten is now at MS 'A' school and Howell made MS3 the first time up.





energy to pursue extra activities.

Non-designated personnel are even more taxed, striving to find a trade that fits.

The ship's PDB helps, steering these junior Sailors toward jobs they are qualified for, and that suit their interests.

Led by Master Chief Machinist's Mate(SS) Daniel Smith, *Merrimack's* Command Master Chief; Damage Controlman 1st Class (SW) Holly Monie, the ship's Command Career Counselor; and the CPO community, many hours of preparation are required prior to the PDB meeting.

***Last spring, 17 of  
34 candidates  
were advanced to  
petty officer 3rd  
class aboard  
Merrimack.***

The board is not just for junior Sailors. Senior Sailors also receive career guidance. After the results of the last chief's exam were published, those who did not make the board appeared before the ship's PDB to review their exam scores and service records, and to develop a game plan for

SHSN Justin helps MR2(SW) Robert Petts in *Merrimack's* ship's store.

the next time.

Taking care of our own is what the Navy is all about — shipmates helping shipmates. Internal education and training opportunities to work in a desired rating and match individual interests

with the needs of the Navy are all a part of professional development. *Merrimack's* PDB keeps shipmates on track — and upwardly mobile. †

*Riley is assigned to USS Merrimack (AO 179) public affairs office.*

# Fleet survey provides input for 'sit-up berth'

Story by JO3 Raina Williams

Since U.S. naval ships first sailed during the American Revolution, there has been a need to provide a place, even among all the musketry and ordnance, for Sailors to sleep and rest. The Navy continues to explore new ways of doing just that. From hammocks with netting slung from the overhead of the compartment to so-called "coffin racks," the endeavor goes on.

For many Sailors at sea, a rack is home for an entire deployment. They sleep, read, write letters and store personal belongings in this compact space. Sometimes reading and writing letters can be difficult because of the small space separating one rack from another.

A recent survey conducted by the Naval Sea Systems Command's (NAVSEA) Habitability Program Office sought to find out how Sailors feel about shipboard living conditions. Through the review, they hoped to design better living facilities to meet the needs of fleet Sailors. Feedback from the 28 commands and 62 ships that participated in the survey was compiled and assessed. An overwhelming number of Sailors expressed concerns about living spaces, particularly in personal stowage and crew berthing. With the support of NAVSEA's Affordability Through Commonality (ATC) program, the Habitability Program Office went to work designing a new type of crew berth known as the "sit-up berth."

"Rather than just having 20 inches of clearance [from the top of the mattress to overhead panel] to allow a [Sailor] to roll over, even a tall Sailor will be able to sit up and read or write letters in [a] rack," said Shawn Izenson of NAVSEA's Habitability Program Office.

The new sit-up berth offers a number of advantages over the current Light Weight Modular Berths

1997: The new sit-up berthing gives Sailors an additional 5 cubic feet of space.

(LWMB). Some improvements include better lighting, a spring lift assist to access the locker below the mattress and a more comfortable 4-inch thick, pocketed innerspring mattress.

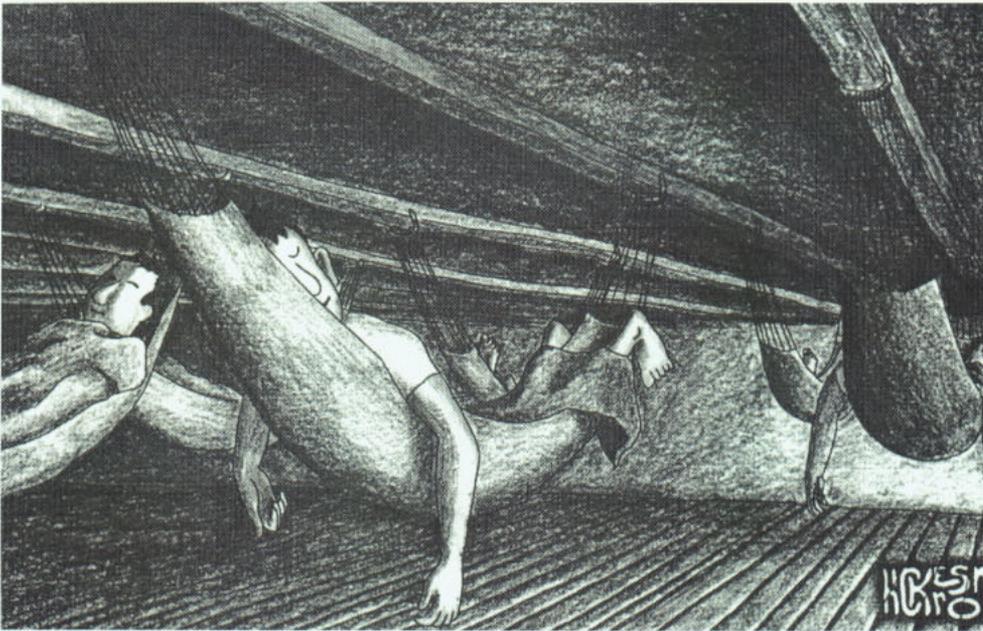
"We're putting in innerspring mattresses which are much more comfortable and less expensive than the foam mattresses," Izenson said.

Other features of the sit-up berths include a fold-up writing surface (similar to airline tray tables); a mirror; a shelf to place small items like glasses, watches and clocks; and a magazine rack. The new berth will also have a longer towel bar to keep bedding on racks from getting damp. To prevent stepping on bunks, NAVSEA has also planned to put a ladder on the exterior of the berth. New built-in lockers and drawers will have 60 to 70 percent more



Photo by PH3 Sam Dallal

stowage than the current design.



◀ 1800s: A berthing deck. The average crew was about 450 men, divided into two work sections or “watches.” With care, 220 hammocks could be slung at a time.

stowage than the current design.

NAVSEA will install three sit-up berth prototypes aboard the guided missile destroyer USS *Cole* (DDG 67) for an at-sea test to find out from Sailors if any modifications are needed.

“Primarily, we want to know what [Sailors] like and don’t like about the berths,” Izenson explained.

Izenson said ATC’s primary goal is to reduce the total cost of standard equipment among all new Navy ships in the fleet. Unfortunately, these berths won’t be placed on all ships. Most will be on new ships.

“The berths will save money through standardization,” said

Izenson. “We believe the new berths will increase morale and retention by providing a personal space [for Sailors] to chill out.”

The next time you crawl into your “coffin” or future “sit-up berth,” remember that this is progress we can all sleep on. Sweet dreams! †

*Williams is a staff writer assigned to All Hands.*



◀ 1941: The Patten brothers, Allen, Ray, Myrne, Clarence Jr., Gilbert, Bruce and Martin, occupy one corner of their division’s berthing compartment on the World War II battleship *Nevada* (BB 36).

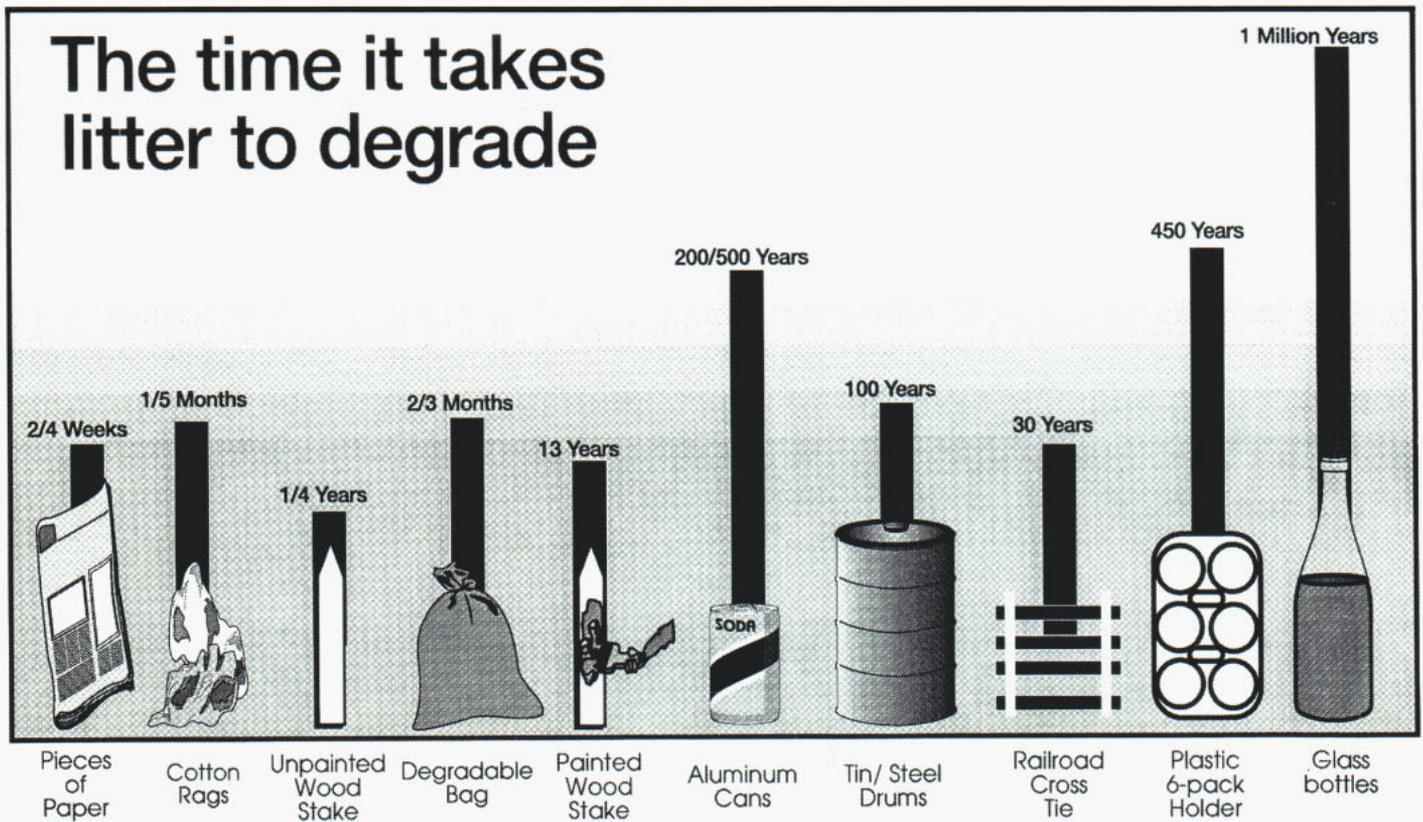
U.S. Navy photo

# Earth Tips: 14 ways

- 1. Pre-cycle** - Think ahead! Find out what type of packaging products are in and how you're going to dispose of it before you buy it.
- 2. Recycle glass** - Glass never breaks down - it can be recycled forever. Glass is such a popular recyclable that most bottles and jars contain at least 25 percent recycled glass. Glass can be recycled the same way as aluminum.
- 3. Recycle aluminum** - Recycling aluminum is much more efficient than producing it from raw materials. Twenty aluminum cans can be recycled into new containers with the same amount of energy it takes to make one from scratch. Some base housing areas have set up curbside recycling systems. The same is true of many civilian communities. If curbside recycling is not available, you can take your recyclables to the nearest recycling center.
- 4. Recycle paper** - Each year we throw away 4 million pounds of office paper and that's enough to build a 12-foot-high wall of paper from California to New York. Check the yellow pages for a paper recycler; some will even come to your office to pick it up.
- 5. Use cloth grocery bags** - They're sturdy and reusable. If every household in America did, we could save as many as 60,000 trees for every trip to the grocery store.
- 6. Stop receiving junk mail** - Send your name and complete address to Direct Marketing Association, ATTN: Mail Preference Service, P.O. Box 9008, Farmingdale, N.Y. 11735, and they will take your name off national mailing lists used by most mail order companies.
- 7. Recycle phone books** - Some recycling centers accept phone books and many phone companies have their own recycling programs. Every year, 650,000 tons of paper are used in phone books. Before recycling your yellow pages, use them to find a recycler that will take them.
- 8. Recycle plastic** - The EPA has a list of chemicals that generate the most hazardous waste during production. The plastics industry uses five of the top six. Plastic can be recycled the same way as aluminum.
- 9. Snip 6-pack rings** - Those 6-pack rings used for beer, soda and oil are lightweight. This makes them easy to lose at the beach and allows them to blow around in landfills. They are deadly to fish, birds and sea mammals if they end up in the water. If you snip or simply tear the rings, they won't strangle or be ingested by innocent marine life.
- 10. Reuse your Christmas tree** - Next Christmas, use a living Christmas tree. You can transplant it after the holiday. Check with your local nursery to find out how.

# you can save the world

- 11.** **Carpool to work** - Each year traffic congestion on U.S. streets wastes 3 billion gallons of gasoline — about 5 percent of our total gasoline consumption. By carpooling you'll be saving gas, plus most bases have special parking privileges for those who do. Carpooling just eight miles saves about 4,000 auto miles per person each year, every year
- 12.** **Don't buy juice boxes** - Juice boxes are made from aluminum foil, paper and plastic — they can't be recycled. Besides, it's cheaper to buy juice in large quantities and keep it in a reusable container.
- 13.** **Take care of car tires** - Tires have a bigger affect on the environment than you may think: It takes half a barrel of oil to produce the rubber needed for one truck. They also cause problems in landfills — they're bulky, don't decompose and provide breeding grounds for mosquitoes. By buying longer-lasting, more fuel-efficient tires and ensuring they are properly inflated, balanced and rotated on a regular basis, your tires will last much longer.
- 14.** **Recycle car batteries** - Your car battery contains 18 pounds of toxic lead and a gallon of sulfuric acid — not exactly the type of stuff you want floating around in your drinking water. Most retailers who sell batteries gather old ones and recycle in bulk.



# Underwater cables add new dim

Story by Stuart Lee Johnston

**I**t's no secret that endangered marine mammals command the respect of even the largest Navy war vessels; especially rare northern right whales. During the winter season, when the gentle giants migrate to the Florida-Georgia coast to bear their young, Navy ships' crews and watchstanders work in a state of almost constant vigilance to maintain a safe distance from the animals.

Protecting whales often requires knowing their exact whereabouts. And that can present a challenge in times of reduced visibility, high seas or avoiding submerged whales. Now, thanks to a joint initiative by the Office of Naval Research and several Navy activities in the southeast, Sailors and marine biologists who track the whales may soon have some powerful new stewardship tools.

Stepping up its support of right whale monitoring in the critical habitat near Jacksonville, Fla., the Navy is testing the concept of using both fixed and towed underwater listening cables and infrared detection devices mounted on ships.

A fixed or stationary array, with almost nine miles of armored cable and 20 hydrophones extending along the ocean bottom southeast of Naval Station Mayport, Fla., has operated successfully since being installed in mid-December. The cable is tethered to a nearby fishing pier where the acous-

SA Curtis Tate vigilantly watches for right whales from the bridge of the USS *Leyte Gulf* (CG 55).

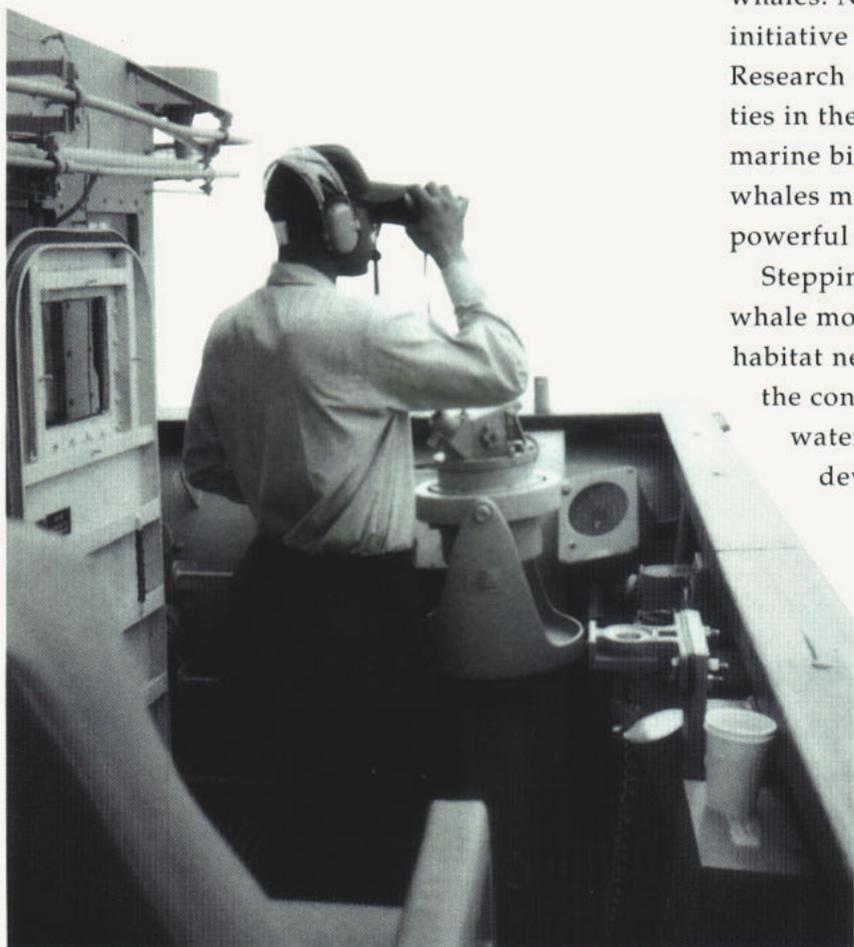


Photo by Jerry Wallmeyer

Photo courtesy of Boston's New England Aquarium



# ension to right whale protection



tic signals are relayed via the Internet to antisubmarine warfare technicians at NAS Jacksonville. There, analysts from Naval Command Control and Ocean Surveillance Command's Research, Development, Testing and Evaluation Division (NRAD) are evaluating sonar and other devices as a method to detect and track whales. Whenever NRAD analysts identify signals produced by marine mammals, exact times and locations are passed to Fleet Control and Surveillance Facility (FACSFAC) Jacksonville operators.

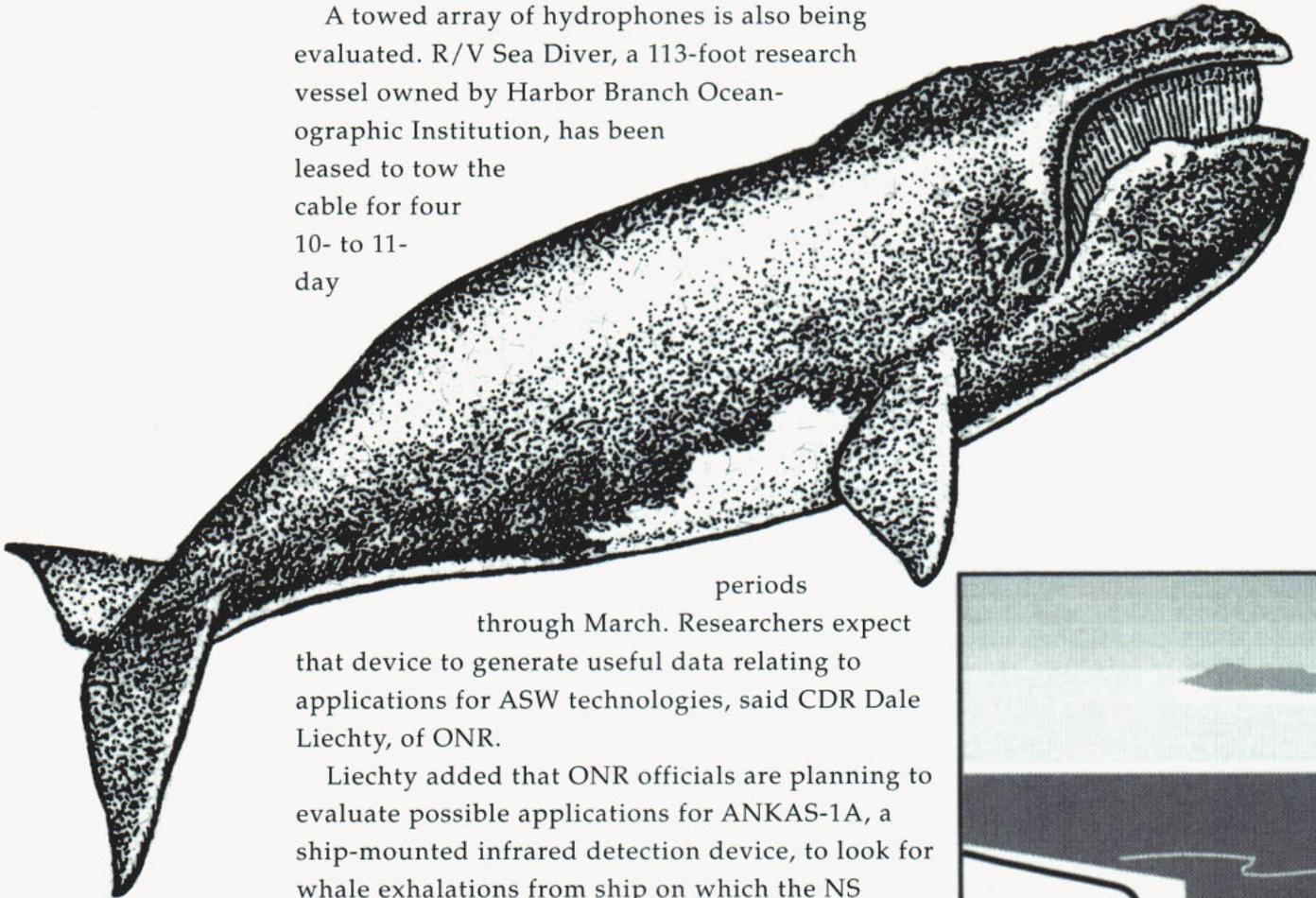
The Naval Atlantic Meteorology and Oceano-

An adult male Northern Right Whale swims off the coast of northern Florida as a Navy tender steams in the background.

graphic Facility (NAVLANTMETOCFAC) at NAS Jacksonville is proving real-time oceanographic data to decision makers and planners at FACSFAC. State-of-the-art graphic depictions of sea surface temperature, ocean currents and wave heights are constructed from continuous satellite observation of the ocean. Using these products, with corresponding sea floor bathymetry (bottom topography), FACSFAC specialists determine areas which exhibit the highest

probability of accommodating right whales (usually colder, shallow water outside the Gulf Stream) and guide naval operations accordingly.

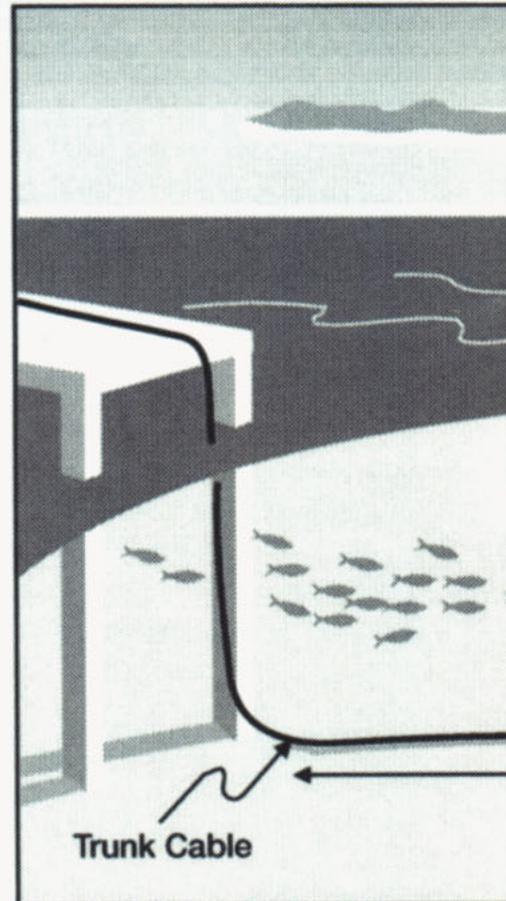
A towed array of hydrophones is also being evaluated. R/V Sea Diver, a 113-foot research vessel owned by Harbor Branch Oceanographic Institution, has been leased to tow the cable for four 10- to 11-day



periods through March. Researchers expect that device to generate useful data relating to applications for ASW technologies, said CDR Dale Liechty, of ONR.

Liechty added that ONR officials are planning to evaluate possible applications for ANKAS-1A, a ship-mounted infrared detection device, to look for whale exhalations from ship on which the NS Mayport-based Afloat Training Group is conducting training. He explained that right whale exhalations create a unique V-shaped signature when viewed in the infrared mode.

Already contributing financial and operational support of an aerial whale spotting and reporting system., and despite having provided ships and utility vessels to assess injured or sick whales, Navy officials opted to begin testing after receiving requests from RADM Kevin F. Delaney, commander, Naval Base Jacksonville, on behalf of the U.S. Southeast Implementation Team for the Recovery of

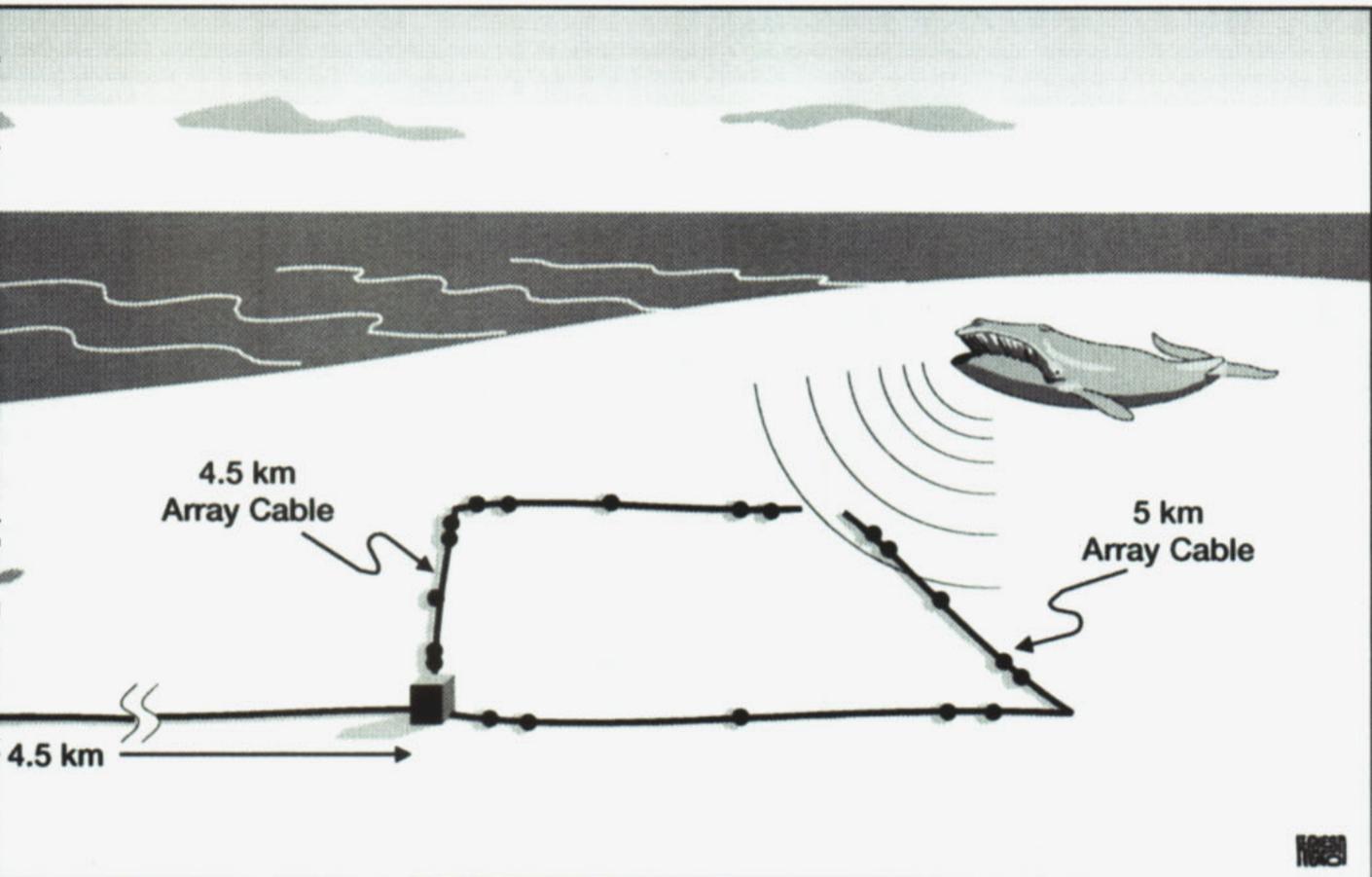


the Northern Right Whale. The admiral, who serves as a regional environmental coordinator, was a driving force in focusing proved defense technologies to protect right whales.

"That's why the Navy continues to be so important to the [Implementation Team]," said Bill Brooks, a marine biologist with the Florida Department of Environmental Protection.

"In the past, the Navy has paid each year to support monitoring flights as it has supplied a sea tractor tugboat to help assess an injured whale calf," said Brooks. "Support that warrants form appreciation. With this new research, we can expect even more progress." †

*Johnston is the environmental public affairs officer at Naval Base Jacksonville, Fla.*



The above diagram depicts the fixed-bottom, passive acoustic system concept. Almost nine miles of cable were installed in December 1996 to receive and relay acoustic signals generated by right whales and other marine mammal species.

A baby right whale and its mother traverse the waters 4 miles east of Naval Station Mayport, Fla.

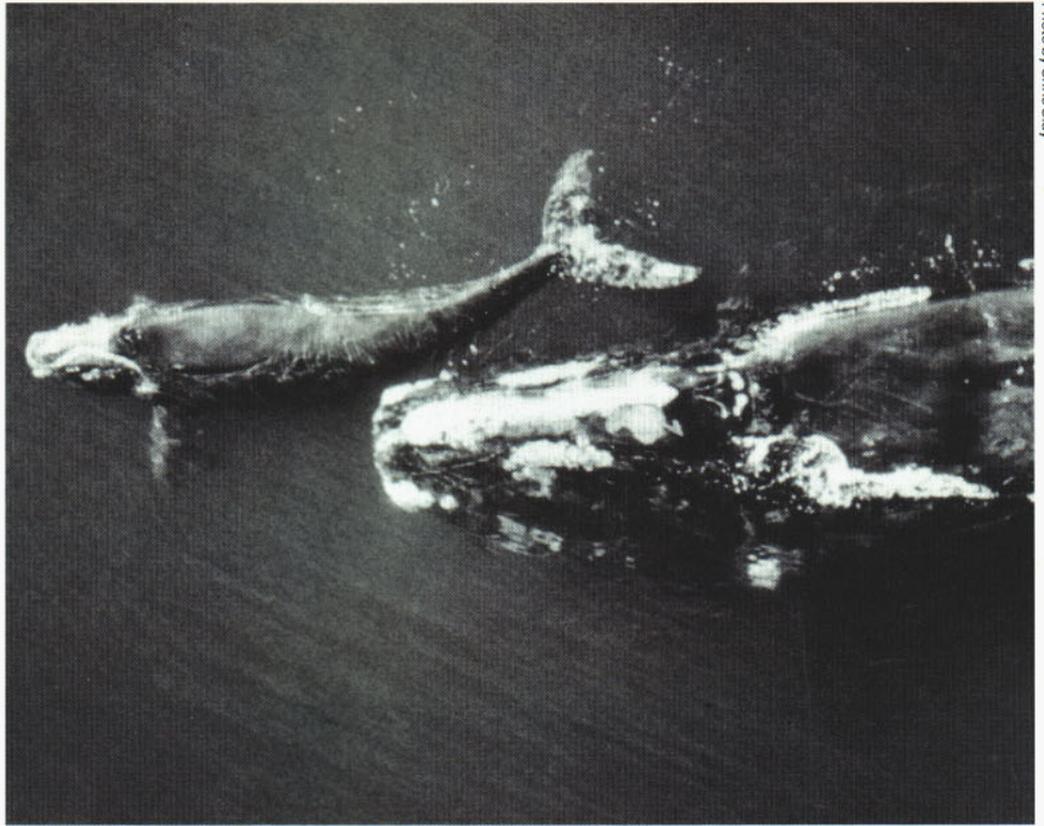


Photo by Chris Slay

## *Fleet directives aid whale protection*

Story by Stuart Lee Johnston

**R**ight whales, so named because they were once the “right” whales to kill as a rich source of usable products like oil, soap and corsets, are still suffering the effects of centuries of hunting. Today, only about 300 individuals remain, so conserving and protecting the species has become a priority.

The Navy has teamed up with a host of agencies to safeguard the whales. Because right whale mothers bear their young only in the relatively placid waters near Jacksonville, Fla., experts are focusing their attention to the local shipping lanes and military training areas east of Naval Station Mayport, Fla., and Submarine Base Kings Bay, Ga. Ships transit at slow speeds, cruising eastward or westward to decrease their time near the whales.

The Commander in Chief of the U.S. Atlantic Fleet (CINCLANTFLT) recently issued new whale protection measures for ships and aircraft operating in the area.

The following parts of the guidance were crafted to ensure compliance with the Endangered Species

Act and the Marine Mammals Protection Act:

- Fleet Area Control and Surveillance Facility (FACSFAC) Jacksonville shall coordinate ship/ aircraft clearance into the operating area.
- Ships/submarines transiting the critical habitat and adjacent waters shall contact FACSFAC to obtain the latest sighting information.
- Ships in the critical habitat must post at least one lookout dedicated to watching for whales and other marine mammals.
- Prior to gunnery exercises and ordnance drops, ranges must be clear of whales and marine mammals.
- Ships must travel at safe speeds consistent with the maneuverability of the vessel and prevailing conditions. Ships proceed at a slower speed when whales have been recently sighted.
- Ships shall not approach within 500 yards of whales.
- Ships shall not transit the critical habitat in the north-south direction. †

*Johnston is the environmental public affairs officer at Naval Base Jacksonville, Fla.*



# REDUCING POLLUTION AT SEA

Story by CDR Michael Smith

**T**he Department of the Navy's efforts aimed at pollution prevention are only a part of its total commitment to environmental protection. Navy commands have made major advances by reducing, reusing and effectively storing waste at sea. The following four ships demonstrate this change.

The crew of *USS Vella Gulf* (CG 72), homeported in Norfolk, started an environmental protection program for the safe storage of plastic and hazardous material while at sea. The discharge of plastics at sea has been significantly reduced.

During underway periods and between port visits, plastic waste is kept on board in specially designed containers for ease of storage and offload. "It reduces the space occupied by plastic trash to about one quarter of the original size," said Storekeeper

1st Class Reuben Ganaway of New Bern, N.C.

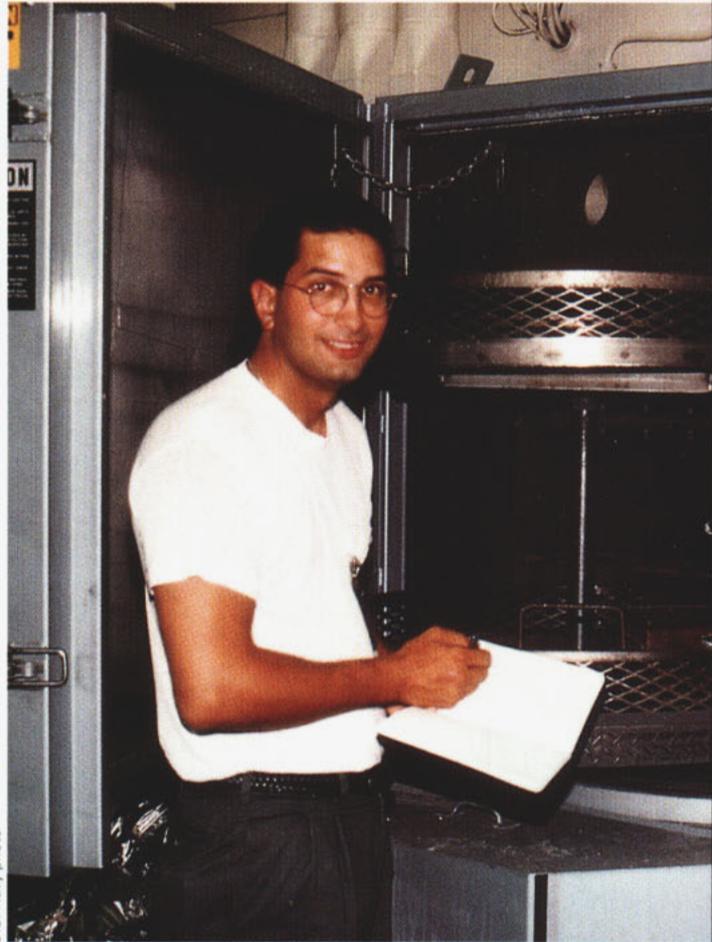
"We can hold more trash onboard and wait until we pull into port to dump it," added Mess Management Specialist 3rd Class Christopher Milwood, of Gaffney, S.C.

ENS Camille Garrett, auxiliaries officer said, "The system is both efficient and environmentally sound. The ship is able to stay at sea for extended periods of time without damaging the environment by dumping plastics," added the Durham, N.C., native.

The Navy has found another way to tackle the plastic waste problem at sea. The aircraft carrier *USS George Washington* (CVN 73) was selected as the operational test site for a new plastic waste processor unit that compresses the waste into 24-inch diameter disks. This compression method reduces the storage space needed for bulky, unprocessed plastic waste, and eliminates the odor caused by storing plastic items contaminat-



U.S. Navy photo



U.S. Navy photo

▲ The crew of *USS Carl Vinson* (CVN 70) is using pneumatic vacuum systems to efficiently clean-up fuel and oil spills on the hanger and flight decks and in the ship's engineering spaces. This eliminates the use of rags, absorbents or solvents usually required for clean-up.

ed with food. The plastic waste is transformed into discs just one-thirtieth of the waste's original size and can be stored until the ship pulls into port. Navy ships have already replaces most plastic items with nonplastic or reusable items wherever possible.

Nearly 6,000 crew members contributed to *George Washington's* environmental management program, making it the Navy's leader in plastics processing and zero discharge at sea. More than 191,000 pounds of plastic waste were transferred for recycling or disposal ashore during 1994 and 1995. By using an on-board pulper, more than 310,000 pounds of food, paper and cardboard waste products are processed through the pulper annually.

"The reason our program is so successful is because of education," said Machinist's Mate Chief (SW) David Behringer of Longwood, Fla. "The crew

and individuals aboard GW make it work 24 hours-a-day 7 days-a-week at sea, everyone pitches in throughout the ship. Everyone is willing to take little inconveniences to save the earth and recycle."

*USS Carl Vinson* (CVN 70), homeported in Bremerton, Wash., has the distinction of being one of the Navy's environmental carriers and one of the prototypes for the Navy's Pollution Prevention Afloat Program. The crew is reducing hazardous and other wastes by evaluating 19 new pollution prevention initiatives in conjunction with Carderock Division, Naval Surface Warfare Center, West Bethesda, Md.

These initiatives include new equipment, hardware and processes designed to reduce shipboard waste. *Carl Vinson* has had the lowest hazardous material management disposal costs of any carrier in the Pacific Fleet.

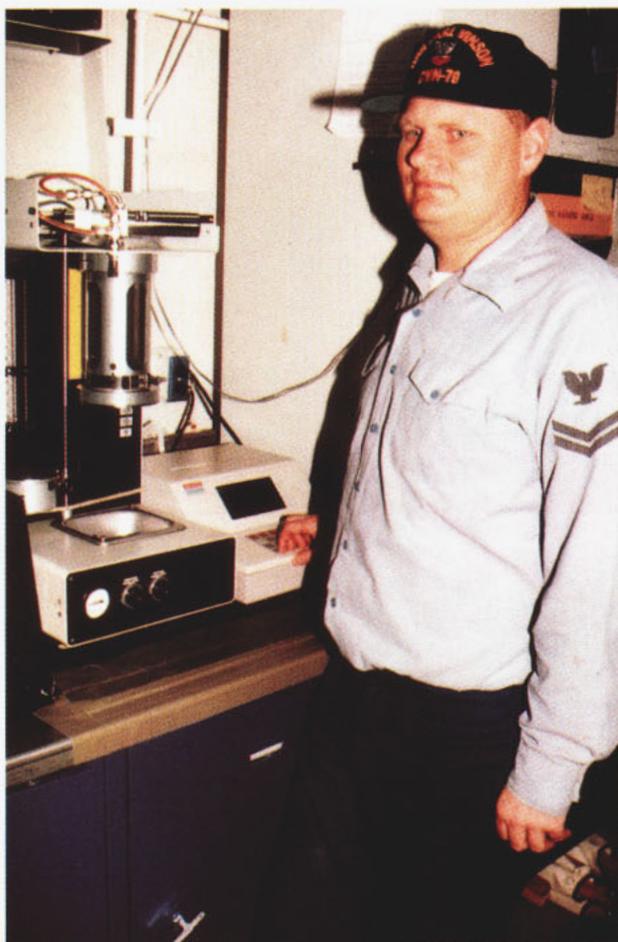
Aviation Boatswain's Mate (Aircraft Handling) Airman James Brown of Midland, Texas, is in inventory control for hazardous materials. "I make sure we use materials before they go bad -- first in, first out," he explained. Brown said that saves money



▲ Aviation Intermediate Maintenance Department (AIMD) Officer, CDR Eric Dean and Steve Verosto, Naval Surface Warfare Center Carderock Division, inspect one of two large aqueous parts washers located in the AIMD aboard *USS Carl Vinson* (CVN 70). The aqueous parts washer uses a biodegradable detergent solution to replace solvent cleaning. The removed oil and grease are skimmed off and the aqueous solution is reused.

because they aren't wasting products, and it helps the environment because there's less material used.

"At sea, when I look out and see dolphins alongside the ship and I think of the pallets full of HAZMAT we off-load for proper disposal and reuse. I know we're going to make sure those dolphins are still going to be there," Brown said. The 5,500-member crew of *USS Theodore Roosevelt* (CVN 71) is also meeting the environmental challenge. Among its many programs, the ship is using a water separator to remove the majority of petroleum products from utility rags before laundering them in a commercial washer and dryer installed aboard the ship. The petroleum products are collected separately for proper disposal. This results in virtually oil-free rags for reuse and has increased the reuse of



U.S. Navy photo.

▲ An electronic particle counter is replacing traditional hydraulic fluid patch testing aboard *USS Carl Vinson* (CVN 70). This oil lab technician can now process a sample of hydraulic fluid in less than 10 minutes (vice 30 minutes) without the use of the petroleum distillate solvent P-D-680 and with a significantly higher degree of accuracy and reliability.

shipboard industrial rags prior to disposal.

*Theodore Roosevelt's* aluminum can recycling program resulted in donations of more than \$7,500 to the ship's "Morale, Welfare and Recreation" fund by recycling more than 700,000 cans during a recent deployment.

The Navy's environmental innovations at sea have been shared with other navies around the world, as well as with civilian ships. The aggressive environmental efforts by every command and crew member has shown how teamwork and everyday choices can make a big difference in environmental success. †

*Smith is the commanding officer NRPACEN Unit, Det. 106, Norfolk.*



# SEALS find

Story By JOSN John Carstens,  
photos by LT DeeDee Van Wormer

**L**ook, on the beach! It's a bird, it's a plane, it's ... a fish? Twenty-three feet long and more than four feet in circumference, this image from a 1950's horror film weighs in at 300 pounds. And it's dead as a doornail.

The silvery serpent of the sea — an oarfish — was discovered last year by Basic Underwater Demolition/SEAL (BUD/S) Instructor Signalman 2nd Class (SEAL) Kevin Blake. The oarfish has large, saucer-shaped eyes and a raised, red, elongated dorsal fin along the upper ridge of its spine. At the time of the find, Blake was leading students on a beach run at the Naval Special Warfare Center, Coronado, Calif. "It was unlike

ALL HANDS





# serpent of the sea

anything I had ever seen before," said Blake. "It looked like some sort of prehistoric throwback."

Scripps Institution was notified of the find.

Although this specimen was dead, it was a rare find. The University of California, San Diego's Scripps Institution of Oceanography, has only been able to collect four specimens of the undersea giant.

Scripps' Senior Museum Scientist H.J. Walker came to the site and removed the creature's head and tail for anatomical study. He speculated on the death of the fish, saying it probably met its maker after an encounter with the propeller of a boat.

Walker dared the BUD/S trainees to sample their find, knowing well that oarfish, when cooked, tastes like paper. He tried eating it himself when an

oarfish was caught in some fishing nets off the Southern California coast a decade ago.

According to Walker, the oarfish is harmless, eating only small shrimp and living in depths of up to 700 feet in warm tropical water. Oarfish average between 20 and 30 feet long when fully grown.

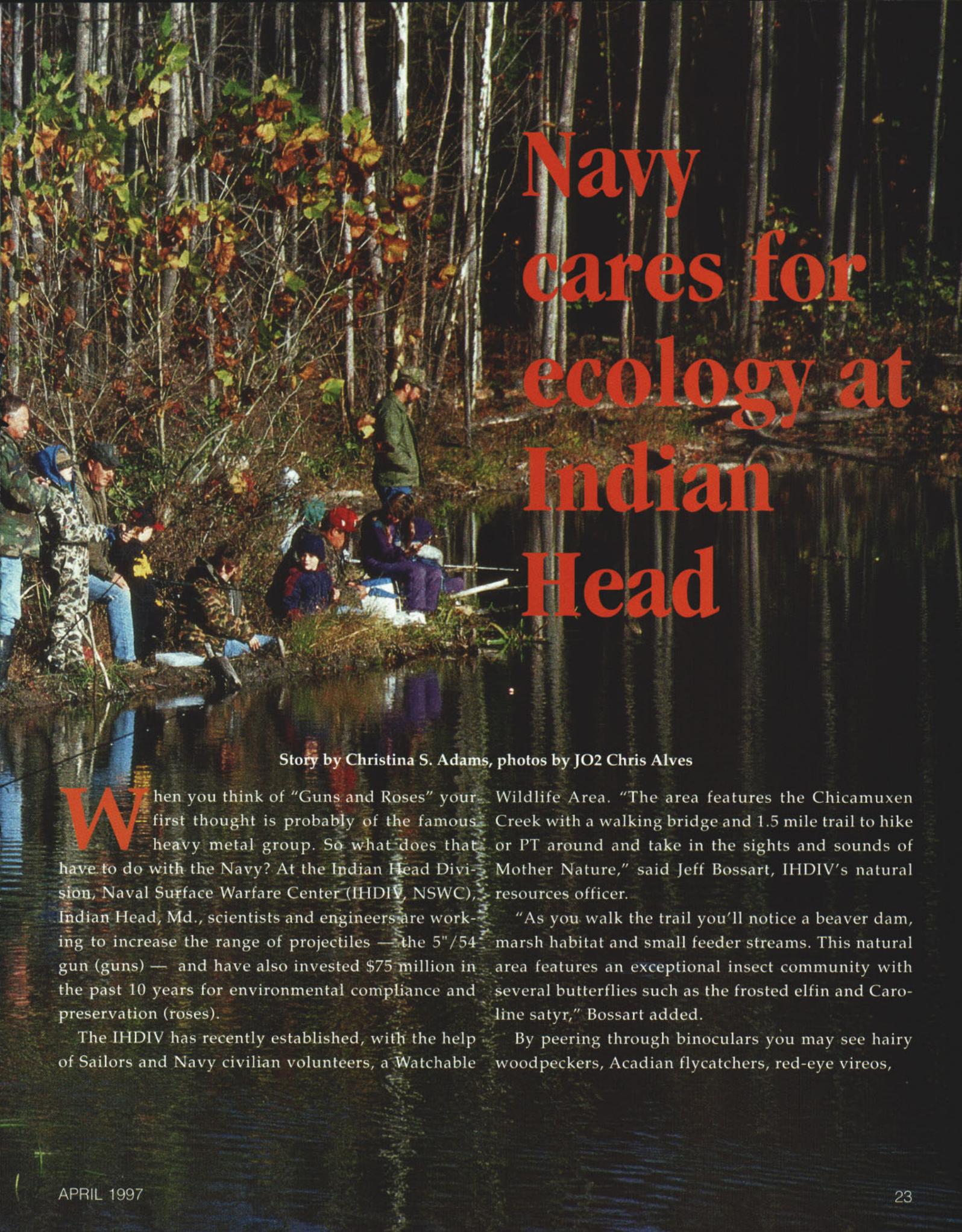
"Because of its look and size, this is a fish that gives rise to the sea serpent image," Walker said.

Records have a 56-foot long serpent-like creature found on a Scotland beach in 1808. It's believed to have been an oarfish. †

*Carstens is assigned to Navy Compass, San Diego. VanWormer is the public affairs officer for Naval Special Warfare Center.*



Children compete in the Annual Children's Fishing Derby at Chicamuxen Creek, Indian Head, trying to catch rainbow trout.

A group of people, including children and adults, are gathered in a wooded area near a stream. Some are sitting on the ground, while others are standing. The scene is set in a forest with tall, thin trees and some autumn-colored foliage. The water in the stream is calm, reflecting the surrounding environment.

# Navy cares for ecology at Indian Head

Story by Christina S. Adams, photos by JO2 Chris Alves

**W**hen you think of “Guns and Roses” your first thought is probably of the famous heavy metal group. So what does that have to do with the Navy? At the Indian Head Division, Naval Surface Warfare Center (IHDIV, NSWC), Indian Head, Md., scientists and engineers are working to increase the range of projectiles — the 5”/54 gun (guns) — and have also invested \$75 million in the past 10 years for environmental compliance and preservation (roses).

The IHDIV has recently established, with the help of Sailors and Navy civilian volunteers, a Watchable

Wildlife Area. “The area features the Chicamuxen Creek with a walking bridge and 1.5 mile trail to hike or PT around and take in the sights and sounds of Mother Nature,” said Jeff Bossart, IHDIV’s natural resources officer.

“As you walk the trail you’ll notice a beaver dam, marsh habitat and small feeder streams. This natural area features an exceptional insect community with several butterflies such as the frosted elfin and Caroline satyr,” Bossart added.

By peering through binoculars you may see hairy woodpeckers, Acadian flycatchers, red-eye vireos,

IC1 John Burris and his son, William, look out over the Chicamuxen Creek at the Watchable Wildlife Area in Indian Head.

northern parula warblers, hooded warblers, Louisiana water thrushes and scarlet tanagers. The Canadian goose and wood duck are often seen feeding and resting around the Chicamuxen Creek as well. The watchable wildlife area is open to the public.

One way IHDIV continues to strengthen relations with the civilian community is with the annual Children's Fishing Derby at the Chicamuxen Creek. Children fish for rainbow trout that have been brought in especially for the occasion. "The children enjoy fishing while [they are] learning about the environment," said Bossart.

Another facility IHDIV recently established is the Bullitt's Neck Environmental Education Center overlooking Mattawoman Creek, one of the base's borders.

"The idea for the center was born over a notion to showcase the ecological and cultural heritage of IHDIV," said Bossart. "It provides a location for the community to experience first-hand, the natural resources of which the Navy is a steward."

A touch-and-feel counter, two 100 gallon fish tanks with native species, taxidermy mounts and archaeological/historical displays make up the Education Center. The Morale Welfare and Recreation (MWR) department uses the Education Center for its environmental education camp. Mike Stevens

from the Natural Resources Office summed up the camp experience.

"These kids, now 'eco-smart,' can make their homes and gardens a friendlier environment for themselves and for the earth's sake," he said.

According to Bill Green, forestry technician, IHDIV has a well thought out forestry program that improves the character and appearance of the trees





◀ Raccoons are just one of the many animals living on the land at Naval Explosive Ordnance Tech Division, Indian Head.

▼ Bill Green, forestry technician, measures the diameter of the tree prior to measuring the height of the tree to determine the board foot lumber at Bullitt's Neck Environmental Education Center.



at Indian Head. The program includes a tree maintenance schedule and forestry products effort. One element of the forestry products program is pine logging which is mutually beneficial to the Navy and logging contractors.

The loggers "thin cut" pine forests known as pine stands. The contractors sell the pine as a commodity and, in turn, the Navy forests remain healthy.

IHDIV contributes thousands of dollars each year to the DOD forestry reserve account. "The money accumulated is then redistributed to various activities to fund road construction, tree planting and maintenance," said Green.

Another favorite project at IHDIV is the beach clean-up. Indian Head sits on a peninsula surrounded by Mattawoman Creek and the Potomac River.



Each year Sailors and civilians from the base and the local community clean the shorelines and the surrounding streams in the Potomac River Beach Clean-up.

Sherry Santana, IHDIV's military housing director, explained. "This is the third year we put together a group of volunteers — from base employees and residents to people in the community," she said. "This year we successfully removed 53 bags of trash and 19 tires from around the [area known as] Dashiell Marina."

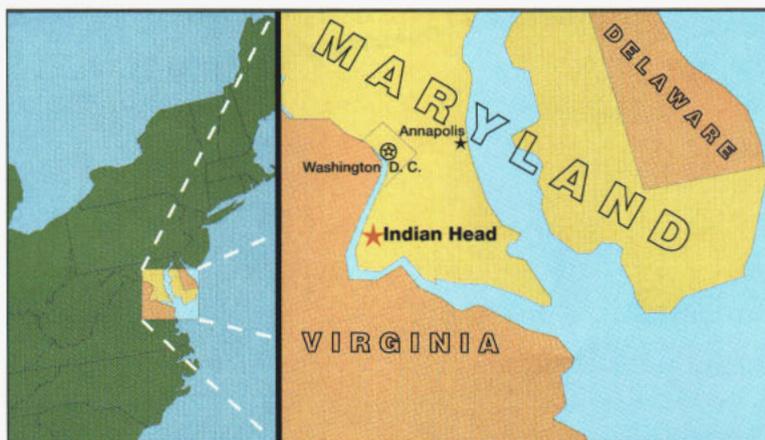
IHDIV has had an active recycling program for

more than five years. Recycling is now a significant part of the business done at IHDIV. The base's

recycling conserves natural resources, reduces disposal costs and significantly reduces the amount of solid wastes going to landfills. According to Jim Humphries, recycling manager at IHDIV, other Navy facilities see IHDIV's program as one to model their programs

after. "The business of recycling has become a break-even business," Humphries said, "but the benefit to the environment is immeasurable."

IHDIV recycles everything from aluminum cans





◀ Two deer rest on land at Naval Explosive Ordnance Tech Division, Indian Head.

▼ William and Benjamin Burris check out a turtle shell at the Touch-and-Feel Counter in the Bullitt's Neck Environmental Education Center.



environmentally sound alternative to open burning for all military services," Clements said.

So whether it's guns or roses, the Navy work force at the IHDIV strives to be the best at preserving and protecting the environment and being a National Center for Energetics. †

*Adams is the public affairs officer at Indian Head Division, Naval Surface Warfare Center, Indian Head, Md. Alves is a photojournalist assigned to All Hands.*

*The Indian Head Division, Naval Surface Warfare Center (IHDIV, NSWC) is a National Center for Energetics. "Energetics," are explosives, propellants, pyrotechnics, and specialty chemicals, including their immediately related component applications such as rocket and missile propulsion units; warheads; mines; gun projectiles and propelling charges; and cartridge-actuated and propellant-actuated devices. These devices require explosives, propellants, specialty chemicals and pyrotechnics in their design.*

to computer paper, telephone books to used tires and practically anything else you can think of.

Indian Head is a Navy leader in ordnance environmental research and development, according to Pat Clements, director of the Navy's Ordnance Environmental Support Office.

"Scientists and engineers at the installation are on the cutting edge of developing an alternate technology for explosive hazardous waste treatment," Clements said. "This research project, the construction of a confined burn facility, will culminate 10 years of research and a \$25 million investment by the Navy."

According to Clements, the confined burn facility can replace the conventional open burning process for eliminating unusable or scrap energetic materials. "The new technology, which is planned to be through research and development in six years, will be a major breakthrough by the Navy serving as an



# A safer way to

U.S. Navy photo

Story by ABEC(AW) Joseph Perfetto

**I**t's called the F-2000 Propane Fire Trainer, and this new fire training facility was recently installed at NAS Lemoore, Calif. The \$1.8 million setup operates on propane gas, and replaces the outdated, and environmentally hazardous, fossil fuel fire trainer.

But, while burning propane instead of fossil fuels helps the environment, improved personnel safety is the F-2000's most important feature. Propane is safer because it can be better controlled than fossil fuel. When a potentially dangerous situation arises during training, an emergency button at the control panel is pushed, immediately extinguishing the fire before a mishap occurs.

This safety improvement gives trainers a better sense of comfort when they send in a team of inexperienced Sailors to fight a fire.

"[The F-2000] enhances the training and safety for

the students," said Aviation Boatswain's Mate (Hydraulics) 1st Class Benjamin M. Velasco of Delano, Calif. "It's still dangerous, but it's a lot safer than facilities where fires can't be controlled."

The F-2000 simulates a typical Class Bravo fire. The propane-fueled blaze is contained in a 20-foot diameter burn pit and provides a realistic simulation of an aircraft fuel spill fire. During the fire fighting process, countless scenarios can be created by controlling flame area zones from the F-2000 control panel.

NAS Lemoore trains about 1,200 military and civilian personnel in shipboard aircraft fire fighting each year. The training prepares Sailors, mostly in aviation ratings, how to respond to aircraft mishaps aboard flight decks and in hangar bays. They are tested in various scenarios such as a simulated aircraft crash.

ABH1 Curley Sterling III of Centerville, La., added the new system helps the Navy's efforts in

# oattle the blaze



◀ Black smoke is generated by NAS Lemoore's fossil fuel (JP-5) fire trainer which is no longer used for live fire training.

▼ NAS Lemoore's F-2000 propane fire trainer, significantly reduces black smoke released into the air, making this facility environmentally sound. Once a fire is ignited, it is virtually smokeless.



Photo by PH3 Ashley Oakley

reducing air pollution. "If we do our part to preserve the environment, it will make a better future for our kids."

Burning propane gas instead of fossil fuels is also more cost effective. The standard fossil fuel — JP-5 — costs 75 cents a gallon, while propane averages about 54 cents a gallon. That may not sound like

much until you consider the average consumption per class is about 300 gallons per class, amounting to a savings of more than \$1,000 a year. †

*Perfetto is the course curriculum manager for NAS Lemoore's F-2000 trainer.*

# Jacksonville's



© 1997 Sea World of Florida

# Gentle Giants



**N**avy officials in the Jacksonville, Fla., area have been instrumental in increasing the protection of the manatees. A Manatee Watch Team was formed at NAS Jacksonville in 1994 to assist the Florida Department of Environmental Protection (FDEP) biologists. More than 40 Sailors and DOD civilians are part of the team led by Sandy Maynard, the natural resource manager at the station. The volunteers have received special manatee-handling instruction from FDEP marine biologists. Other major initiatives at Jacksonville area bases include

— Mulberry Cove on the St. John's River at NAS Jacksonville, is now a manatee refuge as the result of a directive by the base commanding officer. Slow speed zone signs and information kiosks have been installed to help safeguard the gentle giants.

— Special Yokohama devices that prevent manatees from being crushed are used at piers of NAS Jacksonville, Naval Submarine Base Kings Bay and Naval Station Mayport.

— Propeller guards have been installed on several utility vessels used at all area bases.

— Base newspaper and magazine articles on the plight of manatees has raised community consciousness.

Manatees are endangered, so if you come across them, remember the following:

- Observe them from a distance.
- Do not feed or water them.
- Don't touch them.
- Dispose of monofilament line, hooks and trash properly.

For more information, visit <<http://www.fws.gov/-r9endspp.html>> †

# HAZMAT Control: TR leads the way

Story and photos by  
JO1 Ron Schafer

**P**aint. Lube oil. Cleaning Solvent. Every ship — large or small — has an abundance of hazardous materials (HAZMAT) on board.

As the Navy continues working to become more environmentally friendly, maintaining positive control of our HAZMAT has become critical. By developing an entire division devoted to HAZMAT control, USS *Theodore Roosevelt* (CVN 71) leads the way in this effort and is bringing the rest of the fleet with them.

The Hazardous Material Inventory Control System (HICS) is a customer service division on board *Roosevelt* responsible for the careful management of the ship's inventory of HAZMAT.

"We are responsible for cradle-to-grave tracking of all HAZMAT on board," said LTJG Anthony J. Hatok, the ship's HICS officer. "This division has only been around for about three years. Originally, it started out as a Temporary Additional Duty division but, within the past year, we have made it a permanently manned division."

Working hand-in-hand with the ship's material division, the HICS division is made up of approximately 15 crew members while in port, 21 while at sea. As soon as HAZMAT is received on board, it's accepted into the ship's inventory and carefully tracked.

When customers need HAZMAT they report to

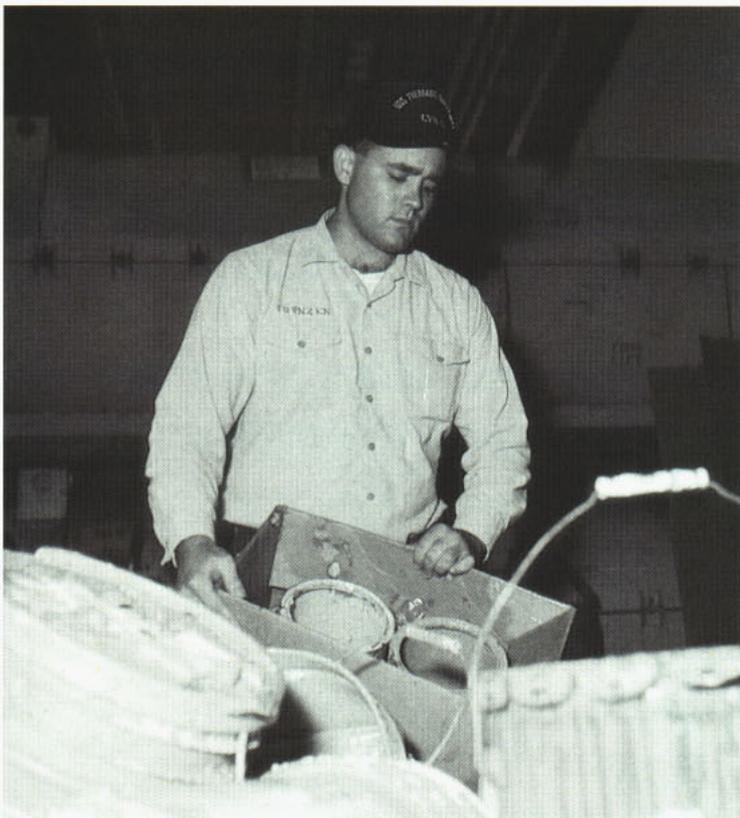


FR Shawn M. McCann of Baltimore, checks out a gallon of general purpose (GP) detergent from SR Wanda J. Mayhew of St. Louis, in the HICS issue room on board USS *Theodore Roosevelt* (CVN 71). Positive control of all HAZMAT, even something like GP cleaner, is the backbone of the ship's HAZMAT system.

one of six store rooms with the required protective personal equipment and check out what they need. When the job is finished, the unused HAZMAT is returned to the storeroom.

Using a HICS data base, with more than 700 line items, the division also tracks any open-purchase HAZMAT acquisitions to the point that divisions must get HICS approval before ordering any HAZMAT.

"We deal with hydraulic fluids, lube oils, cleaning solvents, paints, developer, fixer or any other type of HAZMAT used on board," said Hatok. "The shops have to come to us. They are not allowed to store any of their own HAZMAT unless they have a HAZMAT Stowage Request from us which has to go



▲ AN Jeffrey C. Townzen of Yuma, Ariz., loads a pallet with excess HAZMAT slated for disposal on board USS *Theodore Roosevelt*.

through the entire chain-of-command including us, safety, the department heads, the XO, the CO, the DCA and so on. We make it very difficult to store HAZMAT outside our division."

As excess HAZMAT is accumulated, the HICS division is responsible for its safe storage and disposal. The ship is also proactive in the acquisition of used and recycled HAZMAT that not only helps the environment, but saves money for the Navy.

"We have a quality assurance division on board," said Hatok. "One of the things we track is cost avoidance. For instance, if we issue a five-gallon can of

► HAZMAT on board USS *Theodore Roosevelt* is safely stowed in one of six storerooms on the ship as part of the ship's award-winning program.

paint to a division and they only use two or three gallons, they bring that back to us and we reissue the leftover paint to another division. We track that monthly and closely track how much we actually use. On the average we can save about \$3,000 or \$4,000 a month. During the course of a year, that's about \$36,000 worth of savings out of the ship's OPTAR."

According to Hatok, the program originally fell under the material division, but on board *TR*, HICS quickly evolved and soon became its own entity.

"We developed a 'cookbook' a couple of years ago on how to set up a HICS division," Hatok said, "and just updated it this year. We've had many ships come out and ask for a copy and use it to set up their HICS divisions based on how we've done it here. So, we've become known throughout the fleet as one of the better HAZMAT divisions."

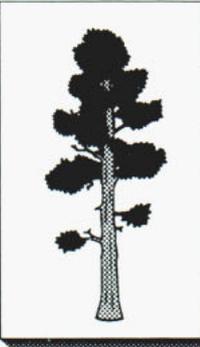
In fact, *Roosevelt* was recognized as having the best HAZMAT program, winning the 1995 Chief of Naval Operations Environmental Award for large ships. The ship's environmental practices were also highlighted nationally last October when they were the subject of a feature on "SeaTek," a new program on "The Discovery Channel." †

*Schafer is a Norfolk-based photojournalist assigned to All Hands.*



# Protecting Our Sea

The Navy recognizes that our national security is inextricably linked to local, regional and global ecological integrity. We want to be a national leader in natural resources conservation and compliance. Our Navy sponsors many ecological initiatives throughout the world. This listing is just a sampling of the Navy's ecological programs within the United States.



## NSB Bangor, Wash.

**Salmon and Trout runs** -- World War II defenses constructed along the Pacific Coast included a railroad which crosses Dickerson Creek, a stream with traditional and cultural value to the Native American Suquamish tribe. Now the Navy is working to remedy the disruption to the salmon and trout runs in the creek. A larger culvert, designed for fish migration, is replacing the original one to prevent economic and cultural losses caused by the current conditions of the area.

## San Diego, Calif.

**California Least Tern** -- An innovative example of the Navy's endangered species compliance, the Navy provides a yearly listing of all planned in-water construction projects in the San Diego Bay. Together, they plan specific management goals for least tern nesting colonies on affected Navy bases, as well as special projects the Navy performs to benefit the terns. The Navy provides centrally managed funds for tern management and projects.



## NAS Miramar, Calif.

**Vernal Pools** -- Vernal pools are shallow pools formed during the rainy season in a Mediterranean Climate. The pools on NAS Miramar are temporary habitats for certain plant and animal life, including three endangered species of plants and one endangered invertebrate. Scientists estimate 97 percent of vernal pools in San Diego County have been destroyed by agriculture and urbanization. Of the 3 percent remaining, 80 percent occur on the naval air station. Miramar added to its natural vernal pools by creation 33 new pools through a volunteer effort. These new pools were then seeded with 34 boxes of bottom soils collected from pools destroyed several years before.



# sensitive Resources

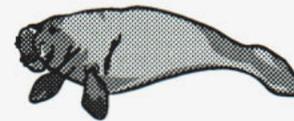
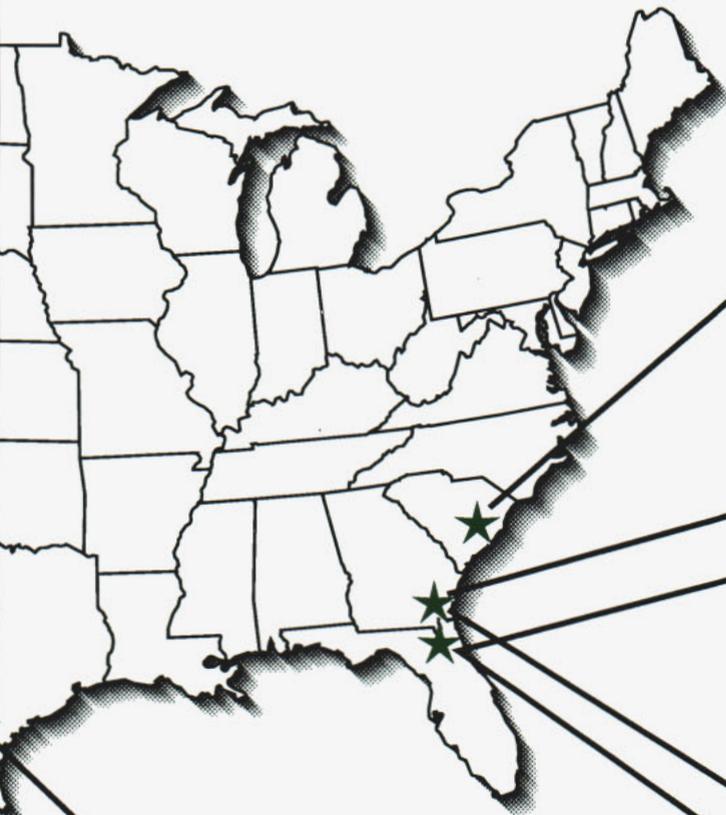
## Naval Radio Station, Jim Creek, Oso, Wash.

**Old Growth Forest** -- The Navy purchased the timber rights to this remnant pristine old growth forest. Jim Creek is a prime example of priceless resources on military lands: many trees in the 225 acres are estimated to be up to 1,500 to 1,700 years old, with some over 260 feet tall and 10 feet in diameter. The prevention of further ecosystem degradation to this environment will provide essential habitat for numerous endangered, threatened and candidate species for years to come.



## NWS Charleston, S. C.

**Red-cockaded Woodpecker/Gopher Tortoise** -- As long leaf pine forests have shrunk due to development, associated animal species have become endangered or threatened, such as the red-cockaded woodpecker and the gopher tortoise. Hurricane Hugo accelerated the problem when it swept across eastern South Carolina in 1989. Military land managers responded with extensive reforestation efforts like the one at NWS Charleston. More than 300 acres of long leaf pine seedlings were planted at the weapons station. In addition, personnel at NWS were responsible for the construction and installation of "prefab" housing cavities for displaced red-cockaded woodpeckers.



## NAS Jacksonville, Fla. and NSB Kings Bay, Ga.

**Manatees** -- On NAS Jacksonville a manatee reserve has been designated in Mulberry Cove as one more effort in the Navy community to protect the endangered West Indian manatee. Three manatee awareness kiosks have been posted around the base to further conservation of this endangered species

NSB Kings Bay worked with a tug manufacturer to develop a protective device around tug thrusters to protect endangered manatees from injury or death..



## NAS Jacksonville, Fla. NAVSTA Mayport, Fla. and NSB Kings Bay, Ga.

**Northern Right Whales** -- The Right Whale Recovery Plan Implementation Team collects information in the region during the months of heaviest whale activity to reduce the potential of a whale being struck by a ship or entangled in fishing gear.

## NAS Corpus Christi, Texas

**Whooping Cranes** -- The Navy is part of a multi-partner cooperative venture of protect 3,850 linear feet of eroding shore line and prevent salt water intrusion in the brackish and freshwater ponds where the endangered whooping crane winters.



*Arbor Day celebrates trees...*  
**Help plant  
 trees across  
 America**

Courtesy of The National Arbor Day Foundation

**A**rbor Day is an annual observance that celebrates the role trees have in our lives, and it promotes tree planting and care. As a formal holiday, it was first observed in 1872 in the state of Nebraska, but tree planting festivals are as old as civilization. The tree has appeared throughout history and literature as the symbol of life.

The idea of Arbor Day in the United States originated in Nebraska City, Nebraska. Among the pioneers moving into the Nebraska Territory in 1854 was Julius Sterling Morton from Detroit. He and his wife, Caroline, were lovers of nature, and the home they established in Nebraska was quickly planted with trees, shrubs and flowers.

Morton was a journalist and soon became editor of Nebraska's first newspaper. Given that forum, he spread agricultural information and his enthusiasm for trees to a receptive audience. His fellow pioneers missed their trees and needed them for wind-breaks, fuel, building materials, and shade from the hot prairie sun. Morton not only advocated tree planting by individuals in his articles and editorials,

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but he also encouraged civic organizations and groups of every kind to join in.

In 1872, the State Board of Agriculture accepted a resolution by Morton "to set aside one day to plant trees, both forest and fruit." The board declared April 10 as Arbor Day and offered prizes to the counties and individuals that properly planted the largest number of trees. More than 1 million trees were planted in Nebraska on the first Arbor Day.

Today, Arbor Day celebrations are held in communities all over America and in many other nations. National Arbor Day is observed on the last Friday in April. Many states celebrate Arbor Day based on the best tree planting times for its climate. Celebrations are held as early as January and February in some southern states, and as late as May in more northern locations.

It has been 125 years since J. Sterling Morton founded Arbor Day. His simple idea of setting aside a special day for tree planting is now more important than ever. "Each generation takes the Earth as

trustees. We ought to bequeath to posterity as many forests and orchards as we have exhausted and consumed."

You can celebrate Arbor Day in a personal way by planting a tree yourself. It is an act of optimism and kindness, a labor of love and a commitment to stewardship. Anyone can do it. Start a tree seed in a cup, or a seedling in a pot. If you have no place to set it out later, give it to someone who does, and watch it grow together.

Free trees are available as part of the nonprofit National Arbor Day Foundation's "Trees For America program." To find out more about the foundation and the free trees write to:

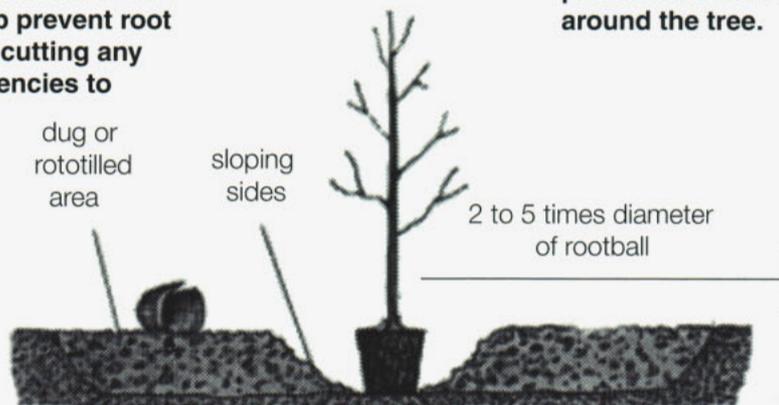
**The National Arbor Day Foundation**  
100 Arbor Avenue  
Nebraska City, NE 68410

or check out their Internet home page at  
<http://www.arborday.org>†

## How to Plant a Containerized Tree

If a tree is planted correctly, it will grow twice as fast and live at least twice as long as one that is incorrectly planted. Ideally, dig or rototill an area one foot deep and approximately 5 times the diameter of the root ball. The prepared soil will encourage root growth beyond the root ball and results in a healthier tree.

**In transplanting, be sure to keep soil around the roots. Always handle your tree by the ball, not by the trunk or branches. Don't let the root ball dry out. Help prevent root girdling by vertically cutting any roots that show tendencies to circle the root ball.**



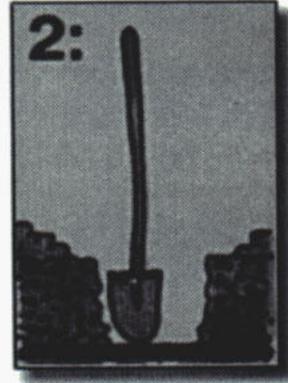
**After placing the tree, pack soil firmly but not tightly around the root ball. Water the soil and place protective 3-foot circle of mulch around the tree.**

# How to Plant a Bare-root

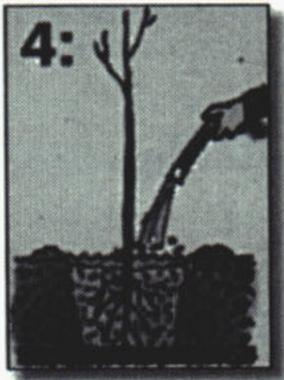
It is best to plant bare-root trees immediately, in order to keep the fragile roots from drying out. If you can't plant because of weather or soil conditions, store the trees in a cool place and keep the roots moist.



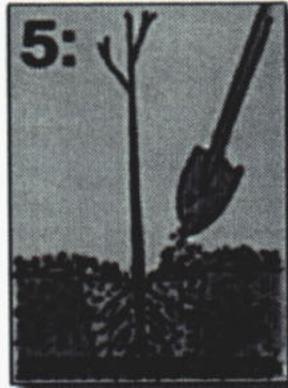
**1:** Unpack tree and soak in water 6 to 12. Do not plant with packing materials attached to roots, and do not allow roots to dry out.



**2:** Dig a hole, wider than seems necessary, so the roots can spread without crowding. Remove any grass within a three-foot circular area. To aid root growth, turn soil in an area up to 3 feet in diameter.



**4:** Shovel in the remaining soil. It should be firmly, but not tightly packed with your heel. Construct a water-holding basin around the tree. Give the tree plenty of water.



**5:** After the water has soaked in, place a 2-inch deep protective mulch area 3 feet in diameter around the base of the tree (but not touching the trunk).

# Tree



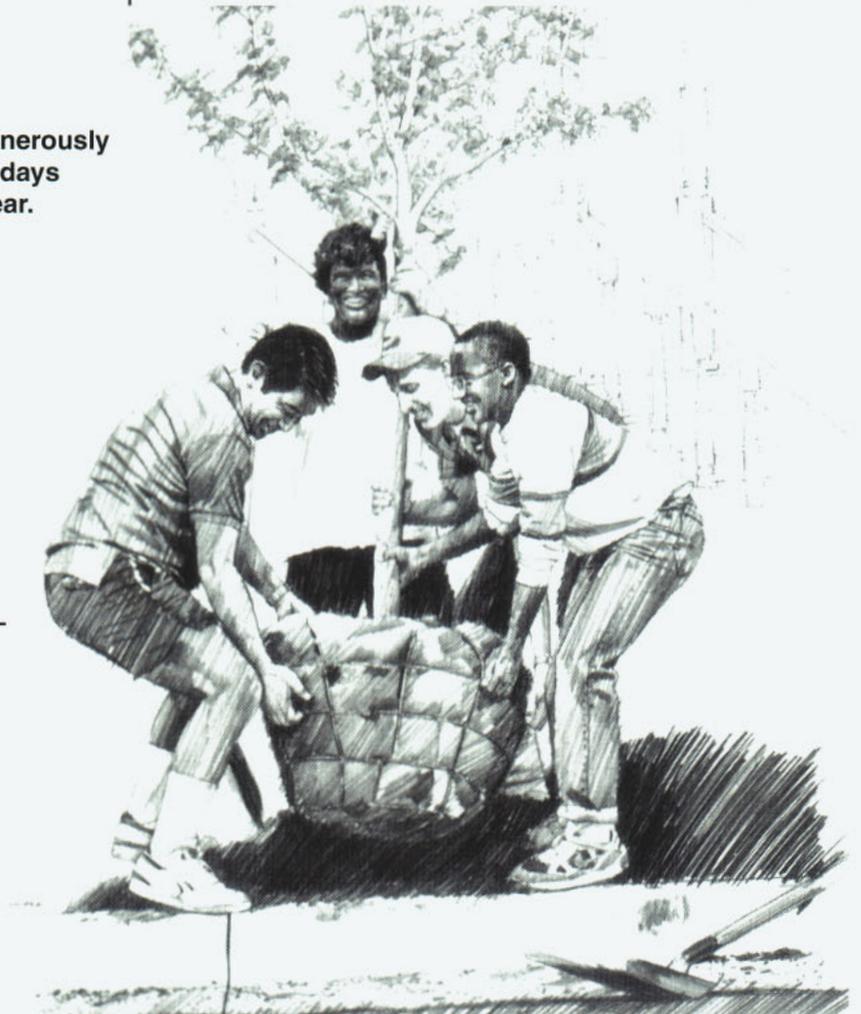
Plant the tree at the same depth it stood in nursery, without crowding the roots. Partially fill the hole, firming the soil around the lower roots. Do not add soil amendments.



Water the tree generously every week or 10 days during the first year.

**“Each generation takes the earth as trustees. We ought to bequeath to posterity as many forests and orchards as we have exhausted and consumed.”**

- Julius Sterling Morton



# Surgeon takes to the skies



Story and photos by Dan Barber

**C**APT Kenneth Koskella, aka "Doc," has taken to the skies above California's Mojave Desert to deliver medical care to the deckplates, or in "Airdale" lingo to the "flight line" at Naval Air Warfare Center (NAWC), China Lake.

Koskella knows from personal experience that some families at China Lake have a need for additional specialty medical care. He identified that need while serving with Air Test and Evaluation Squadron from March 1982 to December 1985.

"Young military families at China Lake don't have the TRICARE Prime option available to them. When a patient at China Lake needs specialty care, they either have to see a civilian doctor in the local community of Ridgecrest and pay the cost shares of TRICARE Standard, or go through the expense of buying gas to drive all the way to San Diego for a medical appointment and possibly have to rent a motel room overnight," said Koskella. "Some of these young families just don't make enough money to survive those kinds of expenses," he added.

According to Jeanne Hannon, provider relations manager for Foundation Health, the contractor is continuing the effort in Ridgecrest to recruit providers to the TRICARE network.

Koskella, a former A-6 *Intruder* pilot and Navy

test pilot, and now an orthopedic surgeon and director of surgical services at Naval Hospital Twenty-nine Palms, makes monthly trips to China Lake in his homemade experimental aircraft that he started building while stationed at VX-5. He finished it while attending U.S. Navy Test Pilot School, Patuxent River, Md., in 1986.

"I started building my plane out of my garage and driveway while living at 1408 Essex Circle at China Lake. ... You can still see the white paint in the driveway where I painted it," he added.

During each of these monthly trips Koskella sees between 20 to 25 patients, saving the commands at China Lake and the taxpayers anywhere from \$4,000 to \$6,000 per month in travel money. More importantly, his trips provide a great convenience to both patients and the line commands at China Lake. The patients can be seen by appointment and be back on the job or at home in the same day.

"Because of the inconvenience and expense of specialty medical care at China Lake, some of these patients would rather just live with their pain until they transfer to another command or get out of the military. This could lead to an exacerbation of the problem creating a need for much more extensive medical care than originally needed and of course

much more expense either for the patient or for the government," Koskella said.

Region 9's TRICARE contractor, Foundation Health, has been unable to recruit any medical groups or physicians in Ridgecrest to the TRICARE options program. According to the Health Benefits Advisor at the China Lake Branch Medical Clinic, Micki Edge-Obergfell, the local medical groups and physicians do accept the assigned amount of payment from TRICARE Standard, but the cosy shares can become very expensive for junior enlisted personnel.

"The young families here get overwhelmed by large medical bills and they panic," Edge-Obergfell said. "These young families can make arrangements to pay off those bills in affordable monthly installments, or they can seek help from Navy Relief," she added.

Koskella was successful in recruiting a physician brave enough to fly with him to China Lake periodically, LT Roxanne Macomber, a reservist and one of Naval Hospital Twenty-nine Palms' pediatricians. While Koskella holds Orthopedic Clinic, Macomber sees pediatric patients in the Well Baby Clinic. According to Macomber, she doesn't mind flying with Koskella as long as he keeps the plane straight and level – no loops, dips or sharp turns.

China Lake's current population, eligible for military medical care or CHAMPUS, is 1,000 active



▲ LT Roxanne Macomber, of the Pediatric Clinic at Naval Hospital Twenty-nine Palms, examines Eric Domino, 4, son of AN Carla Oliver, during a recent visit to the clinic.

duty, 3,000 active-duty family members and 2,100 military retirees and family members.

"The service CAPT Koskella provides to our patients here was a venture initiated, not because somebody was told to do it, but because a need was recognized by my staff and CAPT Koskella, said LCDR P.E. Connor, officer-in-charge of Branch Medical Clinic, China Lake.

"That need has been met with minimal red-tape resulting in an outstanding outcome, which has not only significantly reduced the cost of medical care, but increased patient access and satisfaction here at China Lake," he said. †

*Barber is the public affairs officer at Naval Hospital Twenty-nine Palms, Calif.*



◀ CAPT Kenneth Koskella and his "Long-EZ" home-built experimental aircraft. The plane was designed by Bill Ruttan, who also designed and built the famed "Voyager" aircraft that flew non-stop around the world on a tank of gas.



# Seabees raise eyebrows

Story and photos by Daryl C. Smith

**A** new detail of Seabees recently helped restore an unusual structure at Naval Station, Norfolk.

Nestled among old crepe myrtle and magnolia trees, the Sewell's Point Golf Club House is truly a grand southern belle. Built in 1924 as a private golf club and purchased by the Navy in the 1940s, its wide, shady veranda wraps around all sides, making it a favorite spot for wedding receptions and other special gatherings.

Its most unique feature is its classic 1920s-style, high-pitched roof with curved edges and dormers. It is this unusual roof that the Seabees recently replaced.

"I've done big roofs before, but nothing this old," said Builder 3rd Class Mezak Tucker. "This is a pretty complicated roof, and it involves a lot of tedious work." Tucker explained that about a third of the wood planks beneath the old shingles had to be replaced.

Because of the roof's many graceful curves, that was not an easy task, especially around the "eye-

brow" windows in the roof line. These windows are small, horizontally rectangular openings often located on the uppermost story, aligned with the windows below. The window top arches like an eyebrow. The wood had to be soaked and then carefully bent to recreate the curves. The original cedar shingles on the 12,000 square-foot roof had been removed long ago and replaced several times with regular shingles, which did not conform well to the roof's rounded contours. The Seabees used special, red shingles and copper flashing to recreate the roof's original appearance.

The 10-person crew was made up of Seabees from the recently-created Detail (Det.) Norfolk. The Det. is comprised of members from Naval Mobile Construction Battalion (NMCB) 7, currently stationed in Roosevelt Roads, Puerto Rico. When the group left, they were replaced by members of NMCB 74. There are 78 Seabees currently assigned to Det. Norfolk, which is now a permanent det. site for the Roosevelt Roads battalions.

The Det.'s job is to provide construction and

maintenance support for Naval Base Norfolk. In addition to the golf club roof project, Seabees are also renovating a set of bachelor enlisted quarters for the Headquarters, Support Activity; demolishing old buildings; building sidewalks at the Navy Exchange; and renovating office spaces for the 2nd Fleet. The arrangement benefits the base and the Seabees.

"This helps us train our people in projects that involve a lot of trades," said LT Christopher Asselta, officer-in-charge of Det. Norfolk. "It's nice to see Seabees back here doing work statewide."

The roof job has been the Det.'s most unusual job

◀ BU2 Brian Gillemette (left) and BU3 Mezak Tucker bend a piece of wood for the roof's curves over one of its "eyebrow" windows. These windows are small, horizontally rectangular openings often located on the uppermost story, aligned with the windows below. The window top arches like an eyebrow.

▼ Seabees from NMCB 7's Det. Norfolk repair the roof of the Sewell's Point Golf Club House, which was built in the 1920s.

so far. "The uniqueness of this job makes it special. There's a lot of learning involved. It requires basic tools but unique ideas and craftsmanship, and seeing how this place was built gives you a real appreciation for how they did things in those days," Asselta said.

According to Deputy Staff Civil Engineer Gordon Spence, it was important that the project was done without ever closing the building, which continued its normal business. "They had to really hustle to get ready for several wedding receptions, and it looked better than it did before the repairs started," Spence said. He added that they also had to protect the landscaping during the project. "They managed to keep everybody happy," he said. Spence estimated the Seabees saved the base between \$30,000 to \$40,000 when they replaced the roof. †

*Smith is assigned to Commander 2nd Naval Construction Brigade public affairs office.*



**'The one that got away!'**

# Kauai Sailors save

Story by JO1 Robert Benson

**N**orval Nelson didn't expect the U.S. Navy to be calling when his cellular phone rang in January.

Nelson was at sea — 20 miles off Alaska's Etolin Peninsula, in his small fishing boat.

He listened intently to Boatswain's Mate 1st Class Geoffre McPherson

calling from Port Allen, Kauai — three time zones and 3,000 miles southwest of Nelson's location.

The news took Nelson by surprise.

"I told him I had his fishing buoys and line," explained McPherson. "Then I told him a 25-foot, 10-ton whale brought them to us from Alaska after becoming entangled in them. Finally I told him the Navy freed the buoys and line from the whale's tail and set it free."

McPherson's story was real — as confirmed by Nelson himself when he admitted two of his crabbing buoys, bearing his name and address, mysteriously disappeared one night two and a half months ago.

The rescue of the humpback whale by Kauai Sailors, or the

"Free Willie" story as some have been calling it, began Jan. 6. LT Arthur Horner, Pacific Missile Range Facility (PMRF) safety officer and helicopter pilot, and his crew were making a routine logistics run from PMRF to Barbers Point Naval Air Station.

They spotted the whale, about two miles south of Port Allen, Kauai. "I noticed it was staying up pretty long," recalled Horner. "We went a little close and saw it was dragging buoys. We maintained a tight orbit while range [PMRF personnel] got a fix on our [and the whale's] latitude and longitude."

The helicopter then continued on to Barbers.

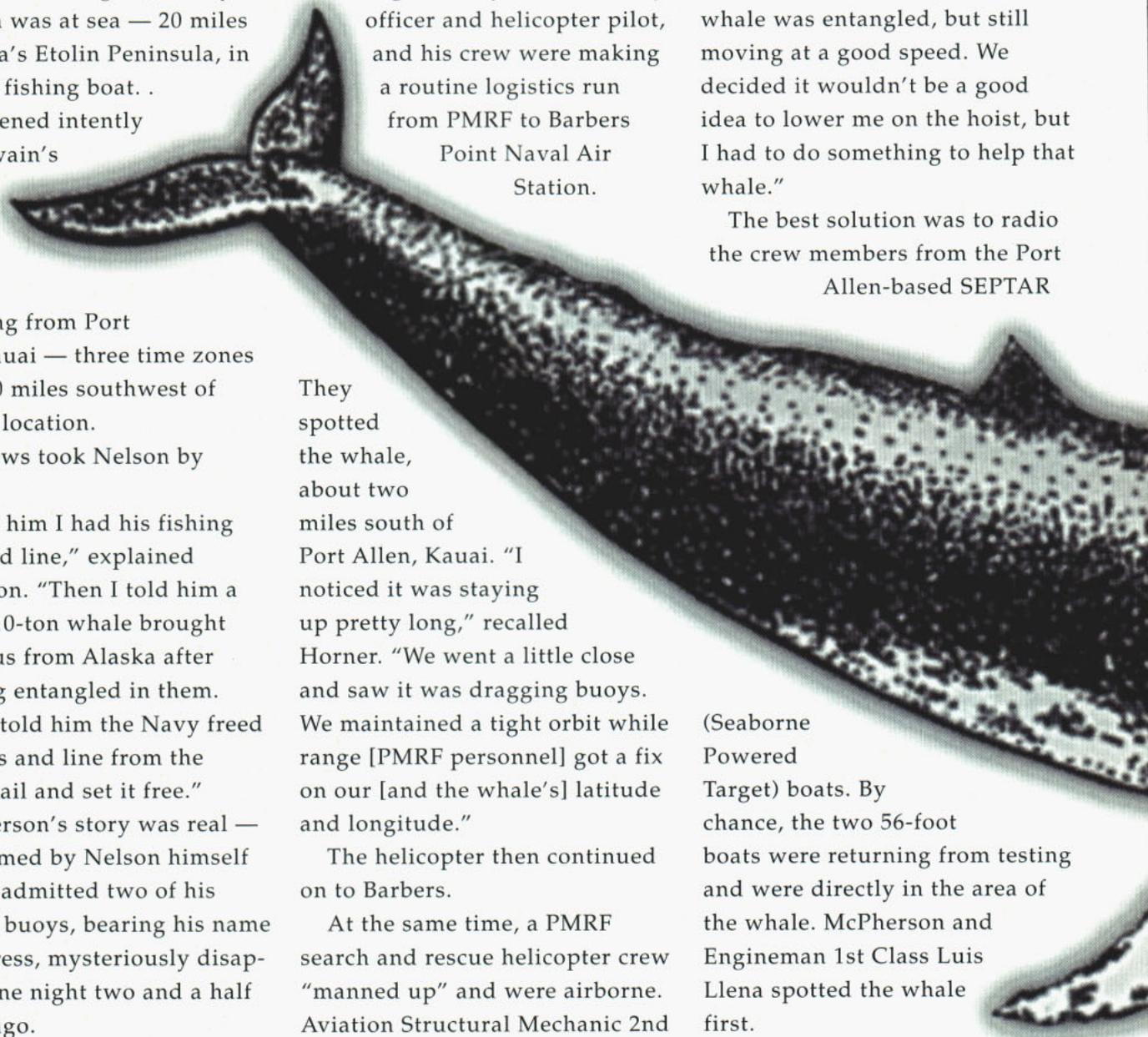
At the same time, a PMRF search and rescue helicopter crew "manned up" and were airborne. Aviation Structural Mechanic 2nd Class John Biesemeyer reviewed his part in helping the whale.

"They told me to get my wet gear ready because I might have to get in the water to rescue a whale," said Biesemeyer. "The whale was entangled, but still moving at a good speed. We decided it wouldn't be a good idea to lower me on the hoist, but I had to do something to help that whale."

The best solution was to radio the crew members from the Port Allen-based SEPTAR

(Seaborne Powered Target) boats. By chance, the two 56-foot boats were returning from testing and were directly in the area of the whale. McPherson and Engineman 1st Class Luis Llena spotted the whale first.

"It was like in 'Jaws,'" said McPherson, "when



# humpback whale

the shark dragged the buoys from the line real fast; this whale was doing the same thing, except it didn't pull them under.

McPherson said they cautiously approached the whale from behind.

"The whale was doing about seven knots and I had all my engines engaged," said McPherson. "Llena leaned over the side with the boat hook and pulled the line onboard as we closed in on the humpback.

As they neared the 35-foot mammal,

kept a close eye on the whale's movements. All it had to do was flick its tail and we'd need to be rescued.

***"The whale was bigger than our boat and weighed 10 tons"***

— BM1 Geoffre McPherson

"Once we got to the buoys I handed Llena my knife," continued McPherson. "That was our objective, just to get these buoys off the whale." As soon as Llena cut the buoys free, McPherson said he

backed

figured he must have dove."

It did.

The humpback silently disappeared into the blue

Pacific. "This was a great team effort by the Navy," said CDR Johnnie Barfoot, PMRF's Executive Officer.

"I think they did a fantastic job," he said.

"We do a lot of things

here that help the environment, and to me this is just another thing that is good for the Navy and the environment.

McPherson now has the ultimate "one that got away" story, and a buoy to show for it. As for the other buoy, McPherson said

he'll send it to Norval

Nelson in

Juneau,

Alaska. †

off and asked EN2

Michael Noskey if the humpback was okay.

"The whale kept swimming," recalled Noskey. "Eventually I saw the tail come up a little so I

McPherson moved the boat with extreme caution. "The whale was bigger than our boat and weighed about 10 tons," he said. "Believe me, we

Benson is assigned to Naval Base Pearl Harbor's public affairs office.

# Quick action saves city

Story by JO1(AW) Paul Russo

**L**ate in the afternoon of Nov. 6, Port Operations Department, U.S. Fleet Activities, Sasebo, Japan, began handling a problem that few people on base even knew about. The problem was an oil spill from USNS *Guadalupe* (T-AO 200).

Boatswain's Mate 2nd Class Eric Randall was the first to report the accident. "I was with the boarding party waiting to greet the ship when we smelled it," said Randall. "We looked down and saw we were in the middle of a spill."

The spill was the result of an accident that occurred during a routine training exercise.

Randall evaluated the situation, realized its seriousness and made the call to Port Ops.

BMC Neil Walker knew Port Ops was prepared for this type of situation. "The way we reacted and the attitude we had, dramatically affected the outcome. Everyone from depart-

ment head on down worked together with total communication and awareness to keep the spill under control."

When Port Ops received the call, their first thought was to keep it from spreading. Thousands of feet of oil containment boom (a barrier device with floats on top of the water and weights on the bottom) were dispatched to contain the spill. At the same time, Port Ops sent out their newly acquired Rapid Response

windy weather conditions. The boats were rocking, oil and water were splashing up against the side of the boat, it was cold and rain was starting to come down."

Port Ops personnel had a long night, but the worst was over. "We thought we had it contained that first night," said Sobieck. "I came back the next morning and thought, here we go again."

*Guadalupe* was still releasing small amounts of diesel fuel when Port Ops used FISC's two skim-

mers, one 23-foot Boston Whaler and about 300 feet of oil boom to construct a three-tier containment system. Circles of boom were wrapped around the spill with one skimmer inside the first circle, another skimmer outside that circle and a third skimmer on the

very outside of everything to ensure as much of the oil as possible was cleaned out of the harbor.

FISC also supplied two crews of eight Japanese Nationals to operate the skimmers and the Boston Whaler. The crews rotated to provide around the clock service in the clean-up process.

"By the end of Thursday, we

***"We've got the people,  
we've got the equip-  
ment and we can make  
it happen."***

— EN1(SW) David Sobieck

Skimmer (a small boat designed to recover crude oil along the shoreline and in harbors).

The Engineering Department's Leading Petty Officer Engineman 1st Class (SW) David Sobieck, operated the skimmer throughout the entire operation. "When I first saw the spill, I was thankful it wasn't worse," said Sobieck. "It was hard enough dealing with the

# from oil spill



EM2(DV) Juan Perdomo checks his equipment for air leaks while dive supervisor HT2(SW/DV) Richard Butler (left) and PH3(DV) Todd Bloker observe.

had almost everything cleaned up," said Sobieck. "By Friday, the area was pretty much back to normal. We just sent out two boats to corral what was left of the spill."

Final cleanup ended Nov. 8 at 4 p.m.

Sobieck said the Port Ops crew was well-prepared for the situation. "We have a new skimmer and recently received 3,000 more feet of boom," he said. "We've got the people, we've got the equipment and we can make it happen."

Port Ops did make it happen,

but not without preparation. "We've had some training for situations like this," said Walker. "We also plan to do quarterly training."

The recovered oil is now being stored until it can be picked up by a contractor.

*Guadalupe*, out of Oakland, Calif., is now sitting in Akasaki 3 where it's being worked on by the Ship's Repair Facility, Sasebo Detachment. Including preparation, divers from the SRF have spent over 20 hours on the ship, with eight hours of actual diving time.

EN1(SW/DV) Michael Turoczy and BMC(DV) Billy Gilbert made the initial survey with an under-

water video camera. They documented the damages and found a large gouge along the bottom of the ship.

The quick action of Port Ops personnel assured containment of the spill. Walker was very positive about the capabilities of his crew. "Port Operations personnel did an outstanding job," said Walker. "This could have been worse, but they worked quickly and kept the situation under control." †

*Russo is assigned to the NAS Everett, Wash., public affairs office*

# Shipmates



**Data Processing Technician 2nd Class Marlene Brammer** was selected as Military Sealift Command, Atlantic, Sailor of the Quarter, 3rd Quarter 1996. A native of Warwick, N.Y., Brammer was recognized for maintaining positive control over maintenance and upgrades of the Global Maritime Command and Control System (GCCS).



**Cryptologic Technician (Technical) 1st Class Douglas F. Kennedy** was selected Instructor of the Year from 34 advanced cryptologic course instructors at Naval Security Group Activity, Winter Harbor, Maine. Kennedy, a native of Memphis, Tenn., was also awarded the Navy and Marine Corps Achievement Medal for his leadership and professional achievement.



**LT Gary D. Penton** recently received the *Nippon Zenkokai* Good Deeds Award from the office of the Prime Minister of Japan for rescuing an injured Japanese man from under the wheels of a bus. Penton, assigned to *USS Independence* (CV 62), saw the man struck by a car and knocked under a bus. He alerted the bus driver and pulled the injured man out of harms way.



**Personnelman 1st Class Donna Smith** was selected as the 1996 Greater New Orleans Sailor of the Year. Smith, a native of Bridgeport, Conn., is a Reserve services supervisor for Commander Naval Air Reserve Force. Smith is considered to be a subject matter expert in all facets of reserve administration throughout the Air Reserve community.



**Aviation Machinist Mate 1st Class John Lowe** was meritoriously advanced under the Navy Command Advancement Program (CAP). Lowe, a native of Kenton, Ohio, was also selected as Sailor of the Quarter, and is currently assigned to Patrol Squadron (VP) 91, Moffett Federal Airfield, Calif.

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Photos by JO1 Ron Schaler



**Name:** GSM3 Neel W. Larson

**Assigned to:** USS Anzio (CG 68)

**Hometown:** Woodstown, N.J.

**Places visited while in the Navy:** Sigonella, Italy; Nice, France; and Palma, Spain

**Hobbies:** Music, playing the guitar

**Best part of the job:** "Knowing that I'm doing a good job."

**Keys to success:** "Being motivated and being dedicated to my job."